

MILKMAID  
STERILIZED  
NATURAL MILK  
IS  
PURE, FRESH  
COWS' MILK.

[1138]

# Hongkong Daily Press.

ESTABLISHED 1857.

Registered as a Newspaper at the General  
Post Office in the United Kingdom

"CAILLE"  
PORTABLE MOTORS  
FOR ATTACHING TO  
ROWBOATS.  
Shipments just to hand with  
the latest improvements and  
exclusive features not found  
in others.  
ALEX. ROSS & Co.,  
Agents,  
Tel. 27. 4, Des Voeux Road.

[778]

No. 17,619.

號九百六十七萬一第

日九初月九年寅甲

HONGKONG, TUESDAY, OCTOBER 27TH, 1914.

二拜禮

號七十二月十年三國民華中

PRICE, \$3 PER MONTH.

## INTIMATIONS

**GREEN ISLAND CEMENT COMPANY.**  
**PORTLAND CEMENT.**  
In Casks 375 lbs. net.  
In Bags 250 lbs. net.  
SHEWAN, TOMES & Co.,  
General Managers.  
Hongkong, 9th June, 1914. [805]



**MITSU BISHI GOSHI KWAISHA.**  
(MITSU BISHI CO.)  
**COAL DEPARTMENT.**

**SOLE PROPRIETORS OF TAKASIMA,**  
OGHI, MUTABE, YOSHINOTANI,  
NAMAZUTA, SAYO, SHINNEW  
AND KAMIYAMADA Collieries.  
AGENTS FOR  
SAKITO AND OYUBARI Coals.

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"BRANCH OFFICES: NAGASAKI,  
MOJI, KARATSU, WAKAMATSU,  
OTARU, MURORAN, HAKODATE,  
KOBÉ, OSAKA, KURE, TOKYO,  
YOKOHAMA, NAGOYA, TSURUGA,  
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Cable Address for above: "IWASAKI."  
Codes: A.I.A.C. 5th Ed., Western Union.

AGENTS:—  
CHINKIANG: Messrs. GRABING & Co.  
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SINGAPORE: Messrs. BORNHO Co., Ltd.  
GLASGOW: Messrs. A. R. BROWN,  
McFARLANE & Co., Ltd.

For Particulars, apply to  
K. KATO,  
Manager.

No. 2, Pedder Street, Hongkong.  
Hongkong, 24th April, 1914. [614]

## SIEN TING.

**SURGEON DENTIST.**  
No. 10, VAGUILLAR STREET  
TERMS VERY MODERATE.  
Consultation Free.  
Hongkong, 21st September, 1914. [1160]

## NEW CARTRIDGES.

**BY** popular English Manufacturers. In  
all Bore and Sizes.

**SMOKELESS POWDER** and **CHILLED  
SHOT.** From No. 10 to 5583, at \$6, \$7  
and \$7.50 per 100. **SPORTING REQUIS-  
ITES** and **AIR GUNS** in Variety.

Inspection Invited.

**WM. SCHMIDT & Co.**

Hongkong, 16th October, 1914. [1260]

## A LING & CO.

19 QUEEN'S ROAD CENTRAL.

**FURNITURE AND PHOTO GOODS  
STORE.**  
Photographic Goods of Every Description  
Stock.

Developing, Printing and Enlarging.  
Canton Marbles in Various Shades.

Telephone 1219.

Hongkong, 18th April, 1914. [585]

## PEAK TRAMWAY COMPANY. LIMITED.

### TIME TABLE.

**WEEK DAYS.**  
7.00 a.m. to 8.00 a.m. Every 15 minutes.  
8.00 " " 10.00 " " " 10 " "  
10.00 " " 11.00 " " " 15 " "  
11.30 " " 12.45 p.m. " " " 15 " "  
12.45 p.m. to 1.15 " " " 10 " "  
1.15 " " 1.45 " " " 15 " "  
1.45 " " 2.15 " " " 10 " "  
2.15 " " 5.00 " " " 15 " "  
5.00 " " 8.10 " " " 10 " "

**NIGHT CARS.**  
8.50 p.m. and 9.00 p.m. 9.30 to 11.00 p.m.  
Every Half-Hour.  
11.00 p.m. to 11.45 p.m.  
Every Quarter-Hour.

**SUNDAYS.**  
7.45 a.m. to 10.30 a.m. Every 15 minutes.  
10.30 " " 11.00 " " " 10 " "  
11.30 " " 12.00 noon " " " 15 " "  
12.00 noon to 1.00 p.m. " " " 10 " "  
1.00 p.m. to 5.00 " " " 15 " "  
5.00 " " 8.00 " " " 10 " "  
8.00 " " 7.00 " " " 15 " "  
7.00 " " 8.10 " " " 10 " "

**NIGHT CARS** as on Week Days.

**Extra Car** at 12 Midnight.

**SPECIAL CARS** by arrangement at  
the Company's Office, Alexandra Buildings,  
Des Voeux Road Central.  
**JOHN D. HUMPHREYS & SON,**  
General Managers.  
Hongkong, 29th May, 1914. [1205]

## SOUTH MANCHURIA RAILWAY.

**SHORTEST AND QUICKEST ROUTE BETWEEN THE FAR EAST  
AND EUROPE, VIA DAIREN.**

### TIME TABLE

(Effective from May 1st, 1914, to April 30th, 1915).

**THREE WEEKLY EXPRESS TRAIN SERVICE**, composed of excellently equipped  
Dining, and First and Second Class Sleeping Cars, is operated between Dairen and  
Changchun in connection with the Trans-Siberian Express Trains and with Dairen-Shanghai  
Direct Mail Steamer Service by the S.S. **SAKAI MARU** and **KOBE MARU** (each Equipped  
with Wireless Telegraph) as follows:—

NORTH BOUND.				SOUTH BOUND.			
Connecting at Harbin with				Connecting at Harbin with			
Train	Days	Time	Days	Train	Days	Time	Days
1st Class	Shanghai (S.M.R. Train)	10.00 a.m.	Mon.	1st Class	Shanghai (S.M.R. Train)	10.00 a.m.	Mon.
2nd Class	Dairen (S.M.R. Train)	10.00 a.m.	Mon.	2nd Class	Dairen (S.M.R. Train)	10.00 a.m.	Mon.
3rd Class	Shanghai (S.M.R. Train)	10.00 a.m.	Mon.	3rd Class	Shanghai (S.M.R. Train)	10.00 a.m.	Mon.
4th Class	Dairen (S.M.R. Train)	10.00 a.m.	Mon.	4th Class	Dairen (S.M.R. Train)	10.00 a.m.	Mon.

\* Russian Train Time is 23 minutes faster than the S.M.R. Time.  
The above fares do not include the Express Train North Fee.  
**THROUGH REGISTRATION OF BAGGAGE.**—By the "International  
Through Passenger Traffic via Siberia," through tickets are issued from Shanghai (and the  
principal stations via Siberia) to London, Paris, Berlin, and Vienna, and vice versa, and  
holders of these tickets are also entitled to through registration of their baggage. Travellers  
must, however, ask specially for the "International Through Passenger Traffic via Siberia"  
tickets in order to secure this facility, which is not obtainable by the ordinary booking.  
**MUKDEN-ANTUNG LINE.**—MANCHURIA-CHANGCHUN THROUGH SERVICE.  
Three-Weekly Express Service between Changchun and Fusan without change, establishing  
direct link between the Trans-Siberian Express Service and the Imperial Japanese Govern-  
ment Ferry and Railway Service, reducing the journey between Manchuria and Japan by  
nearly two days and diminishing the sea-voyage to a few hours; also connecting Peking and  
Tokyo by rail with the exception of the short passage between Fusan and Shimonoseki.  
London to Tokyo in 13 days; Peking to Tokyo in 4 days.

**RAILWAY HOTELS.**—**YAMATO HOTEL** (Tel. Add. Yamato). At  
Dairen, Port Arthur, Mukden, Changchun, and Hoshigaura (the finest sea-side resort in  
North China), all under the Company's management.

**TICKET AGENTS.**—The Company's Railway and Steamer Tickets are obtainable  
at all the Agencies of the INTERNATIONAL SHIPPING CAR & EXPRESS TRAINS CO.;  
Messrs. THOS. COOK & SON; REISENBUREAU, DEE, HANSEN & ANDERSEN; LINDB;  
the NORDISK REISEBUREAU; and the NIPPON YUSEN KAISHA, Shanghai; from each of  
whom all information, time-tables, pictorial guide-books, etc., can be obtained free, or direct  
from the

**SOUTH MANCHURIA RAILWAY CO., DAIREN.**  
Tel. Add. "MANCHU." Codes: A.B.C. 5th Ed., A1, and Lieber's.

**FUSHUN COAL**  
THE BEST STEAMING COAL IN THE FAR EAST.  
Fresh stocks always on hand at Dairen, Port Arthur, Newchwang, and Tientsin Depots,  
and also at Chefoo, Shanghai, Hongkong, Singapore, and Penang.

**MINING DEPARTMENT.**  
**SOUTH MANCHURIA RAILWAY CO., DAIREN.**  
[661]

**WM. STEWART & CO.**  
TIMBER MERCHANTS, MEASURERS, AND TIMBER EXPERTS.  
5, ALEXANDRA BUILDINGS.

**IMPORTERS** of Teak, Hardwoods, Oregon Pine and Japanese Oak in Logs and  
Planks.  
Teak and Hardwood supplied Machine Sawn to any Dimensions.  
Floorings—Sizes to Order.  
Philippine Hardwood Wharf Piles in lengths up to 60 feet.  
The attention of Architects, Civil Engineers and Contractors is directed to the  
splendid range of Philippine Hardwoods suitable for constructional purposes.  
Prices and Samples on application.

Telegrams—Rosewood. Telephone No. 1463. P.O. Box No. 839  
Hongkong, 2nd May, 1914. [652]

## THE KAILAN MINING ADMINISTRATION.

### KAIPING COAL:

Now well-known throughout the East for  
**STEAM RAISING, FORGING, STEEL MAKING, SHIPS'  
BUNKERS AND HOUSEHOLD PURPOSES.**

### KAIPING COKE:

Competes with the best quality English Cokes for  
**FOUNDRY, SMELTING AND HOUSEHOLD PURPOSES.**  
HIGHEST **FIREBRICKS** GRADE

**FIRECLAY.**  
**STOCK ALWAYS ON HAND.**

OFFICE: QUEEN'S BUILDINGS, HONGKONG. TEL. ADD.: MAISHAN, HONGKONG.  
TELEPHONE NO. 1030.

**DODWELL & CO., LTD.,**  
Hongkong, 1st October, 1914. AGENTS. [1203]

## THE YOKOHAMA DOCK CO., LIMITED.

Telegraphic Address: "DOCK," Yokohama.

Codes used:—A.B.C. 4th and 5th Editions, Lieber's, Scott's, A1, and Watkins's.

**DRY DOCK DEPARTMENT:**—Telephone Nos. 376, 508, 681, 7050, 3470.

**NO. 1 DOCK.** | **NO. 2 DOCK.** | **NO. 3 DOCK.**  
Docking Length 515 ft. | Docking Length 378 ft. | Docking Length 481 ft.

Every description of repair work is undertaken. A large assortment of material  
including tail shafts are kept in stock. Two powerful tow boats, floating derrick to  
lift 45 tons, pneumatic, electric, hydraulic plants, etc. Manufacturers of engines, boilers,  
tugs, lighters, constructional steel work, etc. Tenders on short notice by letter or cable.

### WAREHOUSE DEPARTMENT:—

99 buildings, principally of brick and steel, containing private bonded warehouses  
and sugar-consumption tax covered warehouses. Floor area 67,917 square yards, or 14 acres.  
Every description of warehousing, Custom-house brokerage and insurance under-  
taken. Rates moderate.

Mooring Basin, 600 feet by 120 feet by 25 feet deep, adjoining the docks and warehouses.  
[322]

## IN AID OF THE PRINCE OF WALES' FUND

### WEISMANN, LTD.

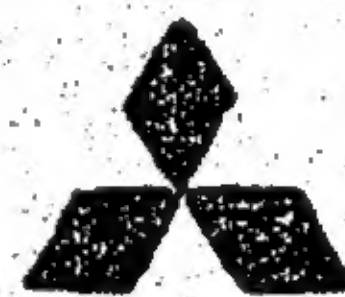
**WILL DEVOTE THE PROCEEDS OF TWO DAYS' SALES AT THEIR  
CAFÉ AND RESTAURANT.**

**TO-DAY (TUESDAY), OCTOBER 27TH,**

**TO THE ABOVE FUND.**

**COME AND ASSIST BY GIVING YOUR PATRONAGE.**

[29]



## MITSU BISHI DOCKYARD AND ENGINE WORKS.

**A1, A.B.C., Western Union, Engineering and Bentley's Complete Phrase Codes used.**

**Builders and Repairers of Ships, Engines and Boilers, and Electrical Engineers.**

**Manufacturers of Contract Auxiliary Machinery, Weir's Auxiliary Machinery, Stone's  
Manganese Bronze, Pulsometer and Engineering Co.'s Refrigerating Plants  
and Parsons' Steam Turbines, etc., etc.**

**AT NAGASAKI:**—Telegraphic Address: "DOCK," NAGASAKI.

	Length on Keel-Blocks.	Breadth at Entrance on Bottom.	Depth of Water on Keel-Blocks.
3 Dry Docks	No. 1 ... 510 ft.	77 ft.	26 ft.
	No. 2 ... 350 ft.	53 ft.	24 ft.
	No. 3 ... 714 ft.	88 ft.	34 ft.

1 Patent Slip capable of lifting vessels up to 1,000 tons.  
The Salvage Steamer "OURA MARU," 716 tons and 12 knots speed, is always ready  
at short notice.

**AT KOBE:**—Telegraphic Address: "WADADOCK," KOBE.

	No. 1.	No. 2.
Lifting Power	7,000 Tons.	12,000 Tons.
Max. Length of Ship taken in	460 Feet.	530 Feet.
Max. Breadth " " "	56 "	66 "
Max. Draft " " "	22 "	26 "

The Salvage Steamer "ARIMA MARU," pumping capacity per hour 2,000 tons.

Floating Shoerlogs, capable of lifting 40 tons weight.

**ANY ORDERS WILL BE PROMPTLY ATTENDED TO AND ESTIMATES SENT ON APPLICATION**

[806]

## OREGON PINE.

## THE CHINA IMPORT AND EXPORT LUMBER CO., LTD.

Hongkong, 27th June, 1914.

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**APPLICATIONS FOR AGENCIES IN  
CHINA AND JAPAN.**

Should be sent to our Agent:—

**MR. T. RUDDIMAN JOHNSTON,**

13, Mikawadai-machi, Azabu-ku, TOKYO, JAPAN.

## SHACKELL, EDWARDS & CO., LTD.

MAKERS OF

**PRINTING INKS**

**FOR OVER 120 YEARS.**

**RED LION PASSAGE, FLEET STREET, LONDON, E.C.**

## DOLLAR STEAMSHIP CO.

**PROPOSED SAILING HONGKONG TO SAN FRANCISCO  
AND SAN PEDRO (LOS ANGELES).**

**S.S. "HAZEL DOLLAR."**

Captain M. Ridley, on or about November 10th.

For Freight Rates and space apply to

**THE ROBERT DOLLAR Co.,**

3, QUEEN'S BUILDING.

**V. M. SMITH,**

MANAGER.

PHONE 792.

Hongkong, 10th October, 1914.

[1238]

## HOTELS

**THE  
HONGKONG  
HOTEL  
AND  
GRILL ROOM.**

J. H. TAGGART,  
Manager.

**KING EDWARD  
HOTEL.**  
CENTRAL LOCATION.

All Electric Trains Pass Entrance.  
One Minute's Walk from Ferry.  
Telephones on All Floors.  
Electric Lifts, Fans and Lighting.  
European Baths and Sanitary Fittings.  
Hot and Cold Water System Throughout.  
Best of Food and Service.  
Hotel Launch Meets All Steamers.  
Telephone No. 379.  
Tel. Address: "VICTORIA."  
R. H. NORTH,  
Manager.

## GRAND HOTEL.

QUEEN'S ROAD CENTRAL.

**A FIRST CLASS AND UP-TO-DATE  
HOTEL.**

**A FIRST-CLASS STRINGED ORCH-  
ESTRA** Renders Selections during  
Tiffin and DINNER daily, and at  
11.15 a.m. and 5.45 p.m.

ENTIRELY UNDER EUROPEAN MANAGEMENT.

**THIS HOTEL** has recently been  
thoroughly renovated, extensively  
enlarged, and is now luxuriously furni-  
shed and up-to-date in every respect,  
situated in the most central position,  
Large and airy Rooms, Hot, Cold, and  
Shower Baths, Electric Light Throughout  
and Fans. Large and Comfortable  
Lounge, Private and Public Bars and  
Billiard Rooms, CUISINE ENTIRELY  
UNDER EUROPEAN SUPERVISION,  
Sanitary Arrangements of the latest,  
**HOTEL LAUNCH MEETS ALL  
STEAMERS.** Monthly Rates for Tiffin  
and Dinner. Special Rates for married  
families on application to  
**FREDERICK REICHMANN,**  
Proprietor.

Telephone No. 197.  
Telegraphic Address: "COMFORT,"  
Hongkong.  
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## PEAK HOTEL.

1,400 FEET ABOVE SEA LEVEL.

**FIRST-CLASS RESIDENTIAL AND  
TOURIST HOTEL.** Unrivalled for  
Comfort, Health and Convenience. Tele-  
phones in Every Room, prompt connec-  
tion maintained by six lines to Central.  
Fifteen Minutes from Principal Land-  
ing Stage. Moderate Tariff and Excellent  
Cuisine, Roof Garden and Social Rooms,  
European Banner meets Steamers.  
**P. O. FEUSTER,**  
Manager.  
[1498]

## THE NEW MACAU HOTEL.

**THIS LARGE AND ROOMY HOTEL**  
is now OPENED under EXPERIENCED  
EUROPEAN MANAGEMENT. The place  
has been renovated throughout and entirely  
refurnished. Situated on the Peak, the  
view of the sea, a cool breeze is enjoyed all  
the year round. **LARGE AND COMFORTABLE  
DINING ROOM** facing the sea. Cuisine  
under experienced supervision. Terms moderate.  
For further particulars, apply to—  
**O. C. MOOSA,**  
Manager.

Tel. Add. "Phoenix," Macau. [943]

## VICTORIA HOTEL

SHAMEN—CANTON.

Telegraphic Address: "VICTORIA, SHAMEN."

SITUATED ON THE BRITISH CONCESSION.

Hotel electrically lighted, and under  
experienced European Supervision.  
**GUIDES AND CHAIRS PROVIDED.**  
Every Information and Special Attention  
given to Tourists.

**REASONABLE RATES.**

**WM. FARNER,**  
Proprietor.

[1008]



## NOTIFICATIONS

## A. S. WATSON &amp; CO., LTD.,

WINE &amp; SPIRIT MERCHANTS.

## BRANDY.

	Per Case	Per 1 doz.	Bot.
* A. SUPERIOR PALE, Red Capsule ...	\$30.40	\$2.65	
* B. SUPERIOR OLD COGNAC, Red Capsule ...	33.70	2.90	
* WATSON'S XXX COGNAC, Gold Capsule ...	34.80	3.00	
* WATSON'S XXX COGNAC (1 Bottle, 2 Doz.) ...	37.00	1.60	
HENNESSY XXX ...	41.40	3.45	
* C. SUPERIOR OLD LIQUEUR COGNAC, Gold Capsule ...	40.30	3.45	
* D. VERY FINE OLD PALE LIQUEUR COGNAC, Gold and White Capsule ...	46.90	4.00	
BOUTELLEAU'S CHAMPAGNE LIQUEUR ...	52.40	4.55	
* E. FINEST OLD BROWN BRANDY, Gold and White Capsule ...	53.80	4.55	
MARIE BRIZARD and ROGERS' FINE PALE COGNAC ...	31.53	2.65	
S. V. F., V. O. COGNAC ...	78.70	6.65	
V. O. L., 60 Years Old ...	119.80	9.95	
UNITED VINEYARD PROPRIETORS, 76 Years Old ...	157.50	13.15	

\* These Brandy bottles by ourselves are guaranteed Grapes Spirit and of Pot Still Distillation.

## A. S. WATSON &amp; CO., LIMITED,

HONGKONG AND CHINA.

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## NOTICE TO CORRESPONDENTS.

Only communications relating to the news column should be addressed to Tan Eui-on.

Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith. All letters for publication should be written on one side of paper only.

No anonymously signed communications that have already appeared in other papers will be inserted.

Orders for extra copies of DAILY PRESS should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supply for Cash.

Telegraphic Address: PRESS.  
Codes: A.B.C. 5th Ed. Lieber.  
P.O. Box 54. Telephone No. 12.

## BIRTH.

FOUR—At Canton, on 24th October, the wife of D. Pongee, of a daughter.  
(1290)

HONGKONG OFFICE: 10A, DES VEGES ROAD C.  
LONDON OFFICE: 181, FLEET STREET, E.C.

## The Daily Press.

HONGKONG, OCTOBER 27TH, 1914.

When the time arrives for an impartial history of the War to be published, one of its most astounding revelations for the people of Germany will be in regard to the manner in which the Government and recognised leaders of public opinion have deliberately, and of set purpose, hoodwinked and misled the German public both as regards the origin of the war and the progress of the military operations. How all this can be reconciled with Germany's "cultural mission" in the world we cannot conceive. We have, for example, a number of prominent personages, including Herr BALK, and a great many professors, issuing an appeal in which they say that the "truth," which the world must learn unceasingly, is "that Germany was shamefully fallen upon; the German cause is just; and that Germany's enemies are conducting the war with a shamelessness that cries to Heaven." We have an influential organ of public opinion like the *North German Gazette* declaring that the war has been "wickedly conjured up against Germany," and writing of the "victorious progress of the German Army in the West as well as in the East." Again, we have the *Frankfurter Zeitung* giving to its readers a highly coloured picture of the "tragic collapse of the spirit of the

French nation"—of which it is unnecessary for us to say there is not the remotest evidence, but on the contrary the clearest proof that the spirit of the French is not merely undaunted but strengthened daily by confidence in ultimate victory. We have also, from the pen of the same highly gifted writer of fiction, a representation of the *clite* of the British troops "being chased like sheep by the German heroes," of "German submarines dashing gallantly round the coast," and of "England's pedestal, the Bank, beginning to reel, and bankruptcy after bankruptcy devastating the business world." What a different story could be told by men whose sources of information are not so strictly controlled and directed by the German censors! But the German authorities discreetly conceal from the people the unvarnished truth; they forbid newspapers to publish the full casualty lists, and likewise forbid the publication of soldiers' and sailors' letters. It is difficult to imagine that the German people can believe all the fairy tales told to them about the victorious progress of the German Army when they must be aware that in the Western theatre of the war the German Armies have been compelled to retreat almost from the very gates of Paris back to the Belgian frontier, and that their plans have been similarly frustrated in the Eastern theatre of the war. As to where the responsibility rests for one of the greatest calamities in history, there can be no doubt in the mind of anyone who reads the published diplomatic correspondence. It was made strikingly clear in the last dispatch from the British Ambassador at Berlin in which Sir Edward Goschen recorded his final and dramatic interviews with the German Chancellor and the German Foreign Minister. It is made equally clear in the final despatch of the British Minister at Vienna, which we publish in full to-day. How much value is to be placed on Germany's assertion that she strove to maintain the peace of Europe may be judged from the fact that she was so eager to act the part of a "good second" to Austria-Hungary that she declared war on Russia a whole week before her principal was at war with that Empire. As the *Times* remarks in some comments on this dispatch, "Even after Germany had shown her zeal for peace by being the first to draw the sword, the original principals were slow to follow her example." There is, in fact, no justification either for the Kaiser's assertion that he had been "surprised by his enemies," or for the assertion that "Germany was shamefully fallen upon," as the phrase runs in the "Appeal" to which reference has been made above. Germany knew well enough that it is not the practice of the British Government to regard international treaties to which she has pledged her honour as "mere scraps of paper." Moreover, the German Chancellor must have been extremely ill-informed if for a single moment it occurred upon the abatement of Great Britain while the German Armies ruthlessly invaded the territory of Belgium. The German Chancellor, in a communication to the Danish Press asks, "Does any one believe that England would have interfered to protect Belgian freedom against France?" The answer to that question, as a statement by the Press Bureau points out, is that she would unquestionably have done so. Sir Edward Grey, as recorded in the White Paper, asked the French Government "whether it was prepared to engage to respect the neutrality of Belgium so long as no other Power violates it?" The French Government replied that they were resolved to respect it. The assurance, it was added, had been given several times, and had formed the subject of conversation between President POINCARÉ and the KING OF THE BELGIANS. The statement by the Press Bureau adds: "The German Chancellor entirely ignores the fact that England took the same line about Belgian neutrality in 1870 that she has taken now. In 1870 Prince BISMARCK, when approached by England on the subject, admitted and respected the Treaty obligations in relation to Belgium. The British Government stands in 1914 as it stood in 1870; it is Herr VON BETHMANN-HOLLWEG who refused to meet us in 1914 as Prince BISMARCK met us in 1870." It is not surprising that Germany should wish to "appear in the role of the aggrieved rather than in that of the aggressor, but it is incontestable that the responsibility for plunging Europe into war rests upon Germany. Had she been sincere in her desire to maintain the peace of Europe, and had she regarded the treaties bearing her signature as something more than mere "scraps of paper," it is clear that the great calamity which has overwhelmed Europe, would have been avoided. Germany has made it impossible for any nation to place any confidence in her solemn pledges, and this fact must necessarily make the terms of settlement more onerous when the time comes for them to be dictated by the Allies at Berlin.

Mr. H. Percy Smith returned from Home yesterday by the *Miyazaki Maru*.

To-day is the Chinese Festival of *Chung Yeung*, when crowds wend their way to the summit of the Peak.

Mr. N. J. Stabb, Chief Manager of the Hongkong and Shanghai Bank, returned from Home yesterday by the P. & O. steamer *Nankin*.

The Hon. Treasurer of the Alice Memorial and Affiliated Hospitals begs to acknowledge with thanks a donation of \$100 to the funds of the hospitals from St. Stephen's College.

The weekly return of communicable disease shows that there was one case of enteric fever and one case of small-pox (imported) reported during the week ending 24th October. Both cases were Chinese.

Messrs. Kelly & Walsh, Ltd., send us a set of their new "Super Gloss" Post Cards of Hongkong and Native Life, which are excellent productions by the well-known firm of Raphael Tuck & Sons, Limited.

At the Magistracy yesterday a coolie was sentenced to a month's imprisonment and four hours' stocks for the larceny of four pieces of metal from the premises of the Kowloon Wharf and Godown Company. Mr. H. Summers, of the complainant Company, said that over a ton of this metal had disappeared from the godown during the last month.

The race book for the forthcoming Autumn Meeting at Shanghai shows that there are 45 stables and 114 ponies entered for this meeting, as compared with 69 stables and 146 ponies at the Autumn meeting of 1913. As individual ponies are not entered for so many races, the actual number of entries, the *N.C. Daily News* says, is only about sixty per cent. of the number at the last Autumn meeting.

The Committee of the Institution of Engineers & Shipbuilders have decided to hold a meeting in the Reading Room (Eng. Commander Room, R.N., President, in the chair) to-morrow at 5.30 p.m., for the purpose of obtaining names of those who are willing to join a special engineering section of the Hongkong Volunteer Reserves for occasional work on the electric lights for the defence of the Colony. Everyone interested in the movement, whether members of the Institution or not, are cordially invited to attend.

Mr. Gershom Stewart's popularity in the Wirral constituency, which he has the honour of representing in Parliament, is evidently being well maintained. He has been taking a very active part in the recruiting campaign in association with Sir W. H. Lever, Bt., whose great soap works at Port Sunlight are within Mr. Stewart's constituency. Wirral has raised over a thousand men, and a copy of the *Cheshire Observer*, which a local resident has kindly sent us, contains a report of the march of this battalion to Chester, with Sir William Lever and Mr. Stewart marching in front of the column. On arrival there Mr. Stewart and General Mackinnon addressed the men.

## UNIVERSITY OF HONGKONG.

At the next matriculation examination to be held in Hongkong on December 14th, five prizes of one hundred dollars each, offered by Mr. Chan Kai Ming, Sir Paul Chater, Sir Charles Elliot, Mr. Ho Fook and Mr. Lau Chu Pak, will be awarded to the successful candidates who obtain the highest marks. The winners of the prizes may enter any faculty but must join the University on January 5th, 1915, and commence residence in the quarters assigned to them.

## THE HOTEL SHOOTING AFFAIR.

ALMBERG SENTENCED TO THREE MONTHS' IMPRISONMENT.

At the Magistracy yesterday Mr. C. D. Melbourne gave his decision in the case in which Ernest Magnus AlMBERG, a Swede, was charged with maliciously wounding a British sailor named Barry in the King Edward Hotel.

His Worship said—I am quite satisfied from the evidence that the defendant fired the shot, and knew that he was using a revolver. He may have been excited at the time, and under the influence of drink, but not so that he would not know what he was doing. Intoxication such as this is no excuse. I take into consideration that the defendant has compensated the complainant Barry, but I am bound to take a serious view of the case, and although he may have been excited I cannot see my way to do anything less than sentence him to three months' imprisonment. I have considered the case very carefully, and am of opinion that this is not a case for a fine.

Mr. Lewis (for the defendant)—Is your Worship prepared to consider the question of a fine in lieu of imprisonment?

His Worship—I am afraid I cannot. Mr. Lewis. This is not a case for a fine.

## RANDOM REFLECTIONS.

If a local lady suddenly decided, in common with a Folkstone contemporary, to award white feathers to slackers at a time when the slogan is "Your King and country needs you," her employment would not be a wearisome one. It can fairly be said for the young men of Hongkong, and also those of more venerable years who are still quite active—barring too much hill climbing—that they have come forward in a remarkable manner in this moment of danger. Therefore, seeing that the white feather for slackers would not be a success, it is now up to one of the milder sex to be original and award red roses to those who have come forward without any pushing and explaining. Such an award would be cherished by the recipients for many years to come; they—the roses—would be squeezed in a heavy book, and provide a comforting thought when this momentous war is being discussed as so much exciting history.

Quite a lot has been written regarding the activity and utility of the Boy Scouts at Home, thousands of whom are being employed by the War Office to do numerous odd duties. But we have the same thing on a smaller scale taking place in Hongkong. I understand that the Scouts, whose offers of assistance were at first treated in the sympathetic manner due to the outbursts of seemingly precocious lads, have proved an invaluable aid to those engaged in the less strenuous and dangerous channels of war. As message carriers they are unequalled and in many other ways they have also done things which have commanded respect both for themselves and their Corps. There are those who, in their ignorance, scoff at the Boy Scout movement as a meaningless loyal sentiment, but as they form part of that national burden which even now stands at street corners and blinks indolently at so much animation, their opinions are equal in importance to themselves; and that is a very minute quantity. Any properly constituted person must admire these vigorous and well-made lads who, with the training they are now receiving, cannot fail to develop into citizens of the kind which make a country.

There are many Hongkong people, and more especially householders whose lives are shadowed by an unscrupulous con-pradore, who will disagree with the sentiment expressed by Mr. Atherley Jones at the Central Criminal Court recently. A Chinese student, who was suffering from that very common London complaint, "broke," or "hard up," secured possession of a letter addressed to another Oriental, and inside that letter was a cheque for £137, which money, quite naturally it would seem, found its way into the exchequer of the Chinese student. It was contended for the defence that because China had a patriarchal system the Chinese were really all members of one huge family and that the "broke" student merely regarded the matter as a borrowing by him of the £137! And this preposterous invention of China being a socialistic Utopia was obviously believed by the Magistrate. He allowed the case to stand over for re-payment of the "loan" to be made, and added that no people enjoyed a higher reputation for financial integrity than the Chinese. Mr. Jones' view of things might undergo a change were he able to spend a day in the local Summary Court. The "borrowing" idea is original, to say the least.

Large dogs, small dogs and perky Poms; beware! Your indiscretions in regard to the wearing of the muzzle will in the future prove most fatal to you, and should you indulge in rakish amusements and roll home at all sorts of unearthly hours, the odds on your reaching your native kennel will be all against you. If you are out after 10 p.m., perhaps merely treating yourself to a constitutional subsequent to leading your master home betimes, hundreds of police revolvers will be waiting to perform a most serious operation which, in most cases, terminates in the cessation of all the vital organs. Avoid any moonlight jaunts between 10 p.m. and 5 a.m., and steel your hearts to the most bewitching cries of your Juliets; they will only lure you, like the sirens of the sea, to a most peremptory finality. I do not know whether you are aware of the dread sentences contained in the provisions of Section 17 of Ordinance No. 1 of 1845. If not, purchase copies at once, for your contravention of this Ordinance will prove most inconvenient to you and yours in the future. And, by the way, if any of your fellows have had teeth rush them at once to the dentist. These rusty molars are the cause of your being compelled to live under the present trying circumstances.

RODERICK RANDOM.

## SUPREME COURT.

IN SUMMARY JURISDICTION.

Monday, October 26th.

BEFORE THE PUINSE JUDGE, Mr. F. A. HAZELAND.

HONGKONG TRAMWAY COMPANY, SUED.

J. S. Chalmers, Surveyor in the Public Works Department of the Hongkong Tramway Co., Ltd. The claim was for \$1,000 for alleged wrongful imprisonment. Mr. F. C. Jenkin (instructed by Mr. P. W. Goldring) appeared for the plaintiff, and Mr. Eldon Potter (instructed by Mr. W. E. L. Shenton, of Messrs. Deacon, Looker, Deacon and Harston) defended.

The case for the plaintiff, as set out in the documents, was that on May 29th the plaintiff, for reward to the defendants, travelled as a passenger on one of their trams from Causeway Bay to the General Post Office. While he was travelling, it is alleged that the defendants, by their servant, gave the plaintiff into custody of a police officer on a false charge, then made by the servant, of refusing to pay his fare, through being unable to show the defendants' servant the ticket which he had bought for his journey, and caused the plaintiff to be wrongfully imprisoned in the public streets and in the Central Police Station for one hour.

Defendants, in their reply, stated that the plaintiff avoided and refused payment of the fare legally demandable, and that the plaintiff refused to state his name and residence, which were unknown to the defendants' inspector, when requested by the said inspector to do so, and that the plaintiff did not either deliver up the ticket or pay the said fare when required by the inspector to do so. These acts, the defendants claimed, were contrary to the Tramways Ordinance 1902 and the bye-laws made thereunder. The defendants further claimed that it was lawful for their servants to give a passenger into the custody of a police officer, in accordance with the said Ordinance and bye-laws. No servant of the defendants had authority from them to give a passenger into custody except in accordance with the Ordinance and bye-laws and if, which the defendants denied, any servant of theirs exceeded the scope of such authority, the defendants were not liable therefor. The defendants also denied that any servants of theirs preferred a false charge against the plaintiff or caused him to be wrongfully imprisoned.

Mr. Jenkin outlined the plaintiff's case as described above, adding that his case was that his client produced a ticket which was issued to him by the tramway conductor. The defendants' case, as he understood it, was, admitting that the plaintiff did deliver up a ticket, it was either an old one, or a wrong one altogether.

Mr. Chalmers, in his evidence, said that on May 29th he was surveying at Shaukiwan. At about midday he boarded a car at Quarry Bay, paying his fare and obtaining a ticket to Causeway Bay. While on the car he became acquainted with Captain Spink, who had given evidence *de bene esse*. He left the car at Causeway Bay, throwing his ticket away before he boarded the next car. He then took a car to the Post Office, sitting on the top deck with Captain Spink. Shortly after the car started, a conductor demanded his fare. A ticket was issued and he retained it in his hand. Later a tram inspector boarded the car near the Soldiers' Club and asked plaintiff to show his ticket. Plaintiff showed his ticket, and the inspector said it was a wrong one. Plaintiff said it was the ticket given him in exchange for the ten cents paid to the conductor. He asked plaintiff to pay again, or leave the car, and this plaintiff refused to do. The inspector took Captain Spink's tickets first, and gave up two. Captain Spink said he gave up two tickets, one of which was bad, and suggested that the three tickets had got in supposing the bad ticket belonged to plaintiff. Nevertheless plaintiff searched his pockets. The police were called, and a Sikh policeman arrived and asked plaintiff to leave the car. Plaintiff asked why he should, and the Sikh policeman said he did not know; the inspector had told him. Then a second Sikh policeman boarded the car, which all the time was moving. This was near the King Edward Hotel, and he also asked the plaintiff to leave the car. Plaintiff again refused to do so. The tram inspector asked plaintiff for his name and address, and he replied that he would give it at the Police Station, if necessary. Arriving at the Post Office, the tram inspector, Captain Spink, the police (at least one of them), and plaintiff left the car. The tram inspector then gave plaintiff in charge. Plaintiff asked to be allowed to go to the Company's office to see the manager, but the police refused, saying he would have to go to the police station. The police at no times laid hands on him. At the police station the tram inspector asked Inspector P. O'Sullivan to charge the plaintiff, but he, after hearing the facts, refused to charge him, and told the tram inspector to report the matter to his manager. The tramway inspector told the police officer that the tramway conductor had told him that plaintiff had paid him ten cents. The tramway inspector, on being asked by the police officer to show the ticket in question, said that he had thrown it away on the floor of the car.

Cross-examined by Mr. Potter, plaintiff agreed that the tramway was an important institution and he thought that perhaps people ought to help such institutions when they could fairly do so. Mr. Potter—Do you think you assisted the Company in the case, or tried to assist them?—No. Neither do I; if you had given your name and address there would have been no more trouble; is that not so?—I do not know.

Why didn't you give your name and address?—Because I had complied with the bye-laws of the Company and I don't think there is any reason why they should know my name and address. I said I would give it at the police station, if necessary. You think that was a reasonable attitude?—Yes. You will agree the inspector was trying to do his duty; he had no grudge against you?—Not that I knew of. What do you suggest the inspector should do if a man did not give up his ticket?—I don't know. I suppose you would make enquiries of some sort. What do you think he should do?—I don't know.

Would you have been arrested—I am not admitting that you were—if you had given your name and address?—I don't think so.

Why didn't you give your name and address?—Because I had complied with the bye-laws of the Company and I don't think there is any reason why they should know my name and address. I said I would give it at the police station, if necessary.

You think that was a reasonable attitude?—Yes.

You will agree the inspector was trying to do his duty; he had no grudge against you?—Not that I knew of.

What do you suggest the inspector should do if a man did not give up his ticket?—I don't know. I suppose you would make enquiries of some sort.

What do you think he should do?—I don't know.

Further cross-examined, plaintiff said that before the Sikh policeman appeared on the scene the ticket inspector had asked him to leave the car. He did not know what the inspector said to the second Sikh policeman, but when he left the car he (plaintiff) asked to be allowed to go to the Company's office. Then he heard the ticket inspector tell the Sikh policeman to take him in charge. He could not remember exactly the words used by the inspector, but he indicated that he (plaintiff) was to be taken in charge.

Pressed on this point, plaintiff said that the inspector wanted him taken to the police station, where a charge could be preferred against him, the reason given being that he had not paid his fare when he was asked for it.

Mr. Potter—I suggest that it was merely because you refused to give your name and address that you were taken to the police station, and also because you refused to pay your fare?—That is not so. The Sikh policeman said, "This belongs Government pidgeon, you must come with me," or words to that effect.

In the course of his opening, Mr. Potter said that assuming, as Mr. Jenkin contended, that the law as applied to plaintiff was correct, plaintiff must also prove something which, up to the present, he had not proved. It was contended that the Tramway Co. had no power to arrest for breach of bye-law XI. That being so, if they had no such power, then it was clear that the Company's servants had no implied authority to effect such arrest. That was clearly laid down in *Poulton v. The London and South Western Railway Co.*; express authority must be proved before servants could succeed in arresting anyone for a breach of bye-law XI. Proceeding, Counsel said there were two obvious defences to that action, but before dealing with those he asked his Lordship to consider plaintiff's conduct, and to ask himself whether any reasonable man in his position would have acted in the way he had acted. Plaintiff had admitted, under pressure, that he thought any reasonably minded man ought to assist the Tramway Co. so far as he could in carrying out their obligations to the public. And the plaintiff ought to know, at any rate most other people did know, that one of the difficulties the Tramway Company was faced with was seeing that people properly paid their fares. In order to assist Tramway Companies, not only there but all over England and in the British possessions, legislation was expressly sanctioned, and in many cases a bye-law was formed identical with bye-law XI. Such a bye-law should be realised by those of them who were prone to roll up their tram tickets and throw them overboard. Mr. Potter went on to say that plaintiff's conduct was all along unreasonable. He refused to buy a ticket, he refused to give his name and address, and his conduct had been as unreasonable as any person's conduct could be very well be; and bye-laws would be absolutely nugatory, worthless, and so much waste-paper if people acted as they liked and said, "I am not going to do this, or that; I am not going to give my address, or anything that I do not want to do." The only claim which could be made upon the Company was for malicious prosecution; that was all they could be liable for. That was his first line of defence.

His second point was that inasmuch as the Company had no authority to arrest for a breach of bye-law XI, then there was also no implied authority for the inspector to order arrest. Therefore they could only be liable to the extent of the authority they had given the inspector, though there were cases in which a Company was held liable for the act of servants. The inspector was acting outside the scope of his duty if he did order an arrest, but he would contend that whether the inspector ordered an arrest or not the Tramway Company could not be held liable.

Lal Singh, a Sikh policeman, spoke to being summoned to a tramcar by a Chinese tramway inspector, which led to his having a conversation with plaintiff. At the request of the plaintiff, witness asked the plaintiff if he had a ticket. Plaintiff replied that he had no ticket at all. Witness then asked him to buy a ticket, and plaintiff then said he had already bought a ticket, though it was not in his possession at the time. The inspector then said he understood plaintiff had not bought any ticket at all, because the number of the ticket which plaintiff referred to, added the inspector, was not to be found in his books. Witness then told plaintiff to come out of the car. He did not do so then, but came out near the Hongkong Hotel. Then witness asked plaintiff to give his name and address, but he declined. He then asked plaintiff to go to the police station, but he said he would not. Witness told him that according to his orders he was compelled to take him to the police station. With this plaintiff and a companion took chairs and went to the police station. When plaintiff refused to give his name and address the Chinese ticket inspector told him to take plaintiff to the police station. The ticket inspector said to him in Chinese—"Won't give his name. hasn't bought ticket, hasn't got any money. I would like to go with you to the police station." Witness added that the Chinese inspector gave him the chance to take plaintiff to the police station, and he did so. If the inspector had not gone with him to prefer the charge he would not have taken plaintiff. The hearing was adjourned.



## THE WAR.

[THROUGH REUTERS AGENCY.]

## THE STRUGGLE IN FRANCE AND BELGIUM.

## SEVERE FIGHTING CONTINUES.

ENTIRE GERMAN INFANTRY REGIMENT REPORTED TO HAVE BEEN ANNIHILATED.

LONDON, October 25th.  
7 p.m.

A Paris communiqué says:—

There is no change in the position from the North Sea to Arras.

Our positions in Argonne are being maintained in the conditions reported yesterday.

Our field guns on the heights of the Meuse destroyed three more German batteries, including one of large calibre guns.

Fierce German attacks west and south of Lille were repulsed.

Nothing noteworthy has occurred between the Oise and Argonne, but progress by the Allies north-west of Soissons and in the region of Craonne. There were heavy artillery engagements on the heights of the Meuse and in the Woevre region. Heavy artillery commands the road to Thiaucourt, Monsard, Ruxerelles and Woinville, which is one of the principal German lines of communication with St. Mihiel.

It is reported that an entire German infantry regiment was annihilated in a forest north of Chalade in Argonne yesterday.

LONDON, October 26th.  
3 a.m.

A communiqué issued in Paris at 11 o'clock in the evening says:—

The action has continued under the same conditions as the preceding days.

A very violent battle is proceeding between Nieuport and the River Lys.

The Germans crossed the Yser Canal between Nieuport and Dixmude.

## A GERMAN VERSION.

LONDON, October 25th.  
10.35 p.m.

A German official report states that further strong German forces crossed the Yser on Saturday, after heavy fighting. The Allies were reinforced eastward of Ypres, but the Germans advanced at several points and captured 500 British. The Germans still occupy Roulers.

[The telegram sent by the French Government to the Legation and transmitted to the Consul mentions that between La Bassée Canal and the North Sea the Allies on Saturday took 1,000 prisoners.]

## RUSSIANS CONTINUE TO PROGRESS.

POSITIONS TAKEN AT THE POINT OF THE BAYONET.

LONDON, October 25th.  
4.25 a.m.

An official Petrograd message says: On Friday and Saturday the Russians took Lowitz, Skiernewice and Rawka at the point of the bayonet after defeating the German rearguards who were endeavouring to hold positions on the rivers Rawka, Skiernewica and Rylka.

The Austrians, who were retreating with the Germans towards Radom, were unexpectedly reinforced and are offering a determined resistance in wooded hilly country where the fighting has assumed considerable dimensions.

Sanguinary fighting continues on the San and south of Przemyśl. The Austrian attempt to turn our left south of Przemyśl was defeated, the Austrians losing heavily.

12.55 p.m.

A Petrograd message says: The precipitate flight of the Germans continues. They attempted to arrest the Russian offensive by clinging to positions at Sokhasehoff, but were dislodged with great loss.

The enemy is evacuating Lodz.

[Lodz is the chief manufacturing centre of Poland and has a population of 415,000.]

## GERMANS ANNOUNCE FALL OF WARSAW.

LONDON, October 25th.

The Germans have issued a circular announcing the fall of Warsaw.

[A French telegram dated the 24th inst. described the Germans as retreating south of Warsaw and west of Ivangorod.]

## TURKEY AND THE WAR.

PORTE RENEWS ASSURANCES OF NEUTRALITY.

LONDON, October 25th.  
7.30 p.m.

A message from Constantinople says that with the increasingly favourable situation of the Allies, combined with the Russian victory, the German pressure to induce Turkey to participate in the war is becoming greater.

The Porte, however, continues to assure the Entente Ambassadors that she will not abandon her neutrality.

## FIGHTING IN SOUTH-WEST AFRICA.

UNION TROOPS BEHAVE GALLANTLY.

LONDON, October 25th.  
1.05 p.m.

A telegram from Pretoria says it is officially announced that the traitorous Colonel Maritz attacked Keimoes with his whole force. The garrison held the enemy till reinforced, when the enemy were driven back.

Our casualties were small. The Union troops behaved gallantly.

Maritz's force, which is probably over a thousand, included several hundred Germans, eight guns, and four machine-guns.

## THE SINKING OF THE "TAKACHIHO."

CREW PERISH SINGING THE NATIONAL ANTHEM.

Mr. S. Imai, Consul-General for Japan, forwards us the following official news received by him on Sunday:—

"The sinking of our cruiser *Takachiho* is believed to have been caused by an explosion of the magazine on being hit by a torpedo shot from the German destroyer *S. 90*. As told by three survivors, the crew while the sinking cruiser was drifting, were chanting the national anthem or military songs, from which fact we may learn how composed they were to the brink of death."

## WAR NEWS.

SOUTH AFRICA AND THE WAR.

[TO THE EDITOR OF THE "HONGKONG DAILY PRESS."]

25th October, 1914.

DEAR SIR,—As one hailing from South Africa, I have often been asked what attitude the people of that country will take up towards the Mother Country during the present struggle; and, more recently, to what extent their opinion is reflected in the action recently taken by a section of the South African Defence Force. I have just received a copy of the *Cape Times*, and some of your readers will doubtless be interested in the cuttings from that paper dated the 14th August. These cuttings show how the declaration of war between ourselves and the Germans was received in Pretoria and Bloemfontein. You will recollect that these towns were the capitals of the two late South African Republics. It is but twelve years since that momentous struggle.—Yours, etc.,  
P. D. G. GAIN.

Hongkong Hotel.

Following are the cuttings sent by our correspondent:—

SONG AND SPEECH AT PRETORIA.

PRETORIA, August 9th.

[Reuter South African Press Agency.]

Patriotic demonstrations took place in Pretoria last night, when thousands of persons congregated in Church-square, joining in the singing of martial songs and applauding the speeches, whose burden was the whole-hearted devotion of all sections of the Union to the British cause.

This morning the Sons of England formed part of a vast congregation in the Cathedral. The Dean of Pretoria preached an eloquent sermon, emphasising sinking racial and political differences in the Empire in the face of a common danger.

BLOEMFONTEIN SCENES.

BLOEMFONTEIN, August 9th.

[From Our Correspondent.]

The city exulted itself last night. There were dense throngs on Market Square, where the city band played patriotic airs, and great crowds of both races sang "Rule Britannia" and the National Anthem. A patriotic speech was made by Mr. French, who called for cheers for the King, the Navy, the Army, France, and Russia. These were all wildly responded to. The cheers for Belgium were particularly hearty. "A sensation was created when a Frenchman, with a tricolour, sang the 'Marseillaise.' This was taken up by the crowd with great heartiness. Throughout the night the younger spirits went in procession round the town in motor-cars.

## GERMAN NAVY INCREASE.

AN ADDITION OF 25 PER CENT.

According to a Berlin message received in Amsterdam, statements made by members of the Reichstag on naval expansion apparently point to the building of 19 torpedo-boat divisions, six airship divisions, and a number of mine-layers and other craft. The rapid construction of three large warships and two smaller cruisers is also desired.

This, it is argued, would mean an increase of 25 per cent. in the numerical strength of the German Fleet and of 100 per cent. in its fighting value.—*The Times*.

## GERMANY BAFFLED.

HOW SWITZERLAND UPSET THE TEUTONS' PLANS.

A Special Correspondent of the London *Daily Express*, writing from Geneva on September 16th, said:—

It can now be stated as an absolute fact that Germany intended not only to violate the neutrality of Belgium and Luxembourg, but also to "borrow" Swiss territory. Her plan was to enter France through Switzerland, and thus execute a turning movement against the strongly fortified centre of Belfort. The prompt and splendid mobilisation of the Swiss army, which was carried out in twenty-four hours, defeated the German project, which is now being discussed by Swiss officers with considerable indignation.

There is no doubt that the 200,000 Swiss troops mobilised on the frontier averted the German invasion, all the plans for which had been prepared.

## BRITISH CARGOES IN GERMAN SHIPS.

HARDSHIP TO MERCHANTS.

FUTURE OF CAPTURED STEAMERS.

British merchants and their underwriters, says *The Times* of the 22nd ult., are now appreciating to the full the troubles which have followed their employment of German steamers. This is said without any idea of stirring up feeling between the commercial men of Germany and this country. German shipping lines have been fortunate in securing the services of firms in this country who have looked after the interests of the principals and their British clients assiduously. They thus secured a large share of what is really British trade, and now, since German shipping is paralysed, the trade of British shippers is suffering too. Some 200 German ships are known to have been captured by the British Navy or to have been seized in British ports, and some 150 German ships are sheltering in neutral ports. It would be no exaggeration to say that nearly all these ships have British cargo on board. Such are the ramifications of British trade that very few vessels of any nationality engage in long-distance voyages without carrying British cargo.

In different quarters in the City a strong feeling is now finding expression that the Imperial and Colonial Governments should alleviate as expeditiously and fully as possible the difficulties of merchants. German steamers bound from the Continent and the United States to Australia have been seized and taken into Cape Town. Large quantities of their cargo have been ordered by British firms in this country and America for British houses in Australia. The bulk of the cargo, in fact, is British cargo and is wanted in Australia; yet it is being detained in South African waters. Loss of market may result. The obstacles in the way of sending the goods on are, it may be argued, those of the ships themselves. The ships are German and are lawful prizes. The answer of merchants is that if the ships are condemned they should be either sold at once in South Africa or sent on to Australia to be sold there. Advice from Australia indicates that there would be no trouble about sending British prize crews from Australia to replace the German crews. If the vessels secured buyers in South Africa the shippers of the cargo would pay the new owners freight for the carriage of their goods to Australia; the new owners would thus immediately obtain remunerative employment for their acquisitions, instead of having to send them "reeking" to India or South America in ballast. Bonds could be given for the security of the cargo, and the authorities any handling over. If the ships were not sold, but were sent forward under the auspices of the Government, freight could be paid by the merchants to the Government.

SHIPS AT GIBRALTAR.

Similar inconvenience is being caused by the detention at Gibraltar of vessels bound from the United States to India. Here, again, the great bulk of the cargo is probably either British or neutral. Much of the cargo could be of not the slightest use at Gibraltar, but it is needed in America; and the longer cargo is detained on the way the greater the risk of depreciation.

A question which is assuming first importance is that of the purchase of the captured ships. Many of them represent large values, freights in the open market are now low, and bidding is not likely to be extraordinarily high. There might be bids from neutral owners with the idea of holding the ships until the termination of the war and then selling them to their original German owners. There will, however, no doubt be British bidders, especially if the Government is prepared that the vessels should be sold on favourable terms to the buyers.

The case of cargo in German vessels sheltering in neutral ports is different. Some merchants, at any rate, seem resigned to the belief that their cargo will remain until the end of the war. It is understood, though, that representations have been made to Consuls to watch the interests of the British merchants in order that there may be no risk of the sale of British goods to provide funds for the payment of port dues. These dues on scores of ships are likely to represent a heavy charge on the funds of the companies which are now earning nothing.

British business men do undoubtedly appreciate the fact that the Navy has made the seas impossible for German merchant vessels. They now ask that since nearly every German ship has been driven into port every effort should be made for the prompt release of the British cargo. This represents enormous sums and they feel that it is in the interests of British trade that the necessary losses and inconveniences of the detention of the goods should be minimised as far as possible.

## "CABLING UNDER WAR CONDITIONS."

Many letters on this subject have been appearing recently in the London papers. The following extract from a letter in *The Times*, signed "Chas. J. Walker, Flanders Mansions, Bedford Park, W.", voices a very widespread grievance:—

I have had occasion recently to send many cables to the Far East making offers for goods, and I am informed by the cable companies that they cannot vouch for the ultimate delivery of the telegram, owing to the very strict censorship. Further, my cables are made out in very plain English, which any ordinary commercial business man would understand, but the censor has the right to refuse to transmit any telegram they are not fully conversant with. At the same time I am charged with the full cost of the telegram, without being informed if such has been dispatched or not. Surely this is not a fair way of treating firms who are constantly using the cable companies for business purposes. I certainly consider that some protest should be lodged with the Government or Postmaster-General, as it appears that the cable companies have nothing to say in the matter in spite of their willingness to do all they can to help.

## TELEGRAMS

["DAILY PRESS" EXCLUSIVE SERVICE.]

CHINA'S CONSTITUTION.

PEKING, October 26th.

The Constitutional Conference has passed the third reading of a Bill governing the organisation of Parliament, and also of a Bill relating to the procedure to be followed in the elections.

[THROUGH REUTERS AGENCY.]

## OBITUARY.

LONDON, October 25th.

The death is announced of Sir Charles Douglas.

## CABLE CENSORSHIP.

CODE MESSAGES TO BE ALLOWED.

A Government Gazette Extraordinary issued yesterday contained a notice in regard to the permission to use telegraphic addresses, and also the following still more important concession:—

On and after the 1st of November the following codes will be permitted to be used in telegrams passing between the United Kingdom on the one hand and British Possessions and allied or neutral countries outside European telegraphic system on the other hand:—A.B.C. 5th Edition, Scott's Code 10th Edition, Western Union Code and Lieber's Code. Messages in private or any other code not recognised will be stopped. Neither private supplements nor numerical equivalents of phrases in published codes are admissible. It should be remembered that groups or series of numbers and similar expressions (for example prices of stocks) are not necessarily admissible because they appear in code. If the decode would not have been passed by Censors neither will the coded message be passed. In every case the name of the code used must be indicated on the form and no charge will be made for the transmission of the name of the code.

## INTIMATIONS

## ITCHING PIMPLES SPREAD OVER HEAD

Scalp in One Mass. Hair Threatened to Fall Away. Used Cuticura Soap and Ointment. In Two Weeks Head Regained Former Aspect.

90, Bramble St., Fitzmoor, Sheffield, Eng.—"The trouble began by an itching in the head from which I could not keep my fingers. Steadily my scalp developed into one mass of itching watery pimples and my hair threatened to fall away. The itching pimples contained a watery matter which spread the disease all over my head when fingered. I kept my head well washed and clean but this seemed to do no good."

"The disease must have been about seven weeks old when I came across the Cuticura advertisement in the paper. I therefore sent straight away for a sample of each and following the directions enclosed I washed the head with the Cuticura Soap, thoroughly dried it and applied Cuticura Ointment. In a few days my head underwent a complete change, the pimples dried and fell off in scales, the hair remained firm and in about two weeks time my head regained its former aspect thanks to the Cuticura Soap and Ointment." (Signed) Lawrence Peckford, Jan. 22, 1914.

Children delight in Cuticura Soap baths, and when assisted by Cuticura Ointment they mean skin health in infancy and childhood, and freedom, in the majority of cases, from skin and scalp affections in after life. Its purity and fragrance Cuticura Soap and Ointment satisfy the most discriminating.

## Samples Free by Post

Although Cuticura Soap and Ointment are sold throughout the world, a sample of each with 32-p. Skin Book will be sent free upon request. Address post-card: F. Newberry &amp; Sons, 27, Charterhouse Sq., London.

[99-2]

## CALDBECK, MACGREGOR &amp; CO.

(ESTABLISHED 1864.)

SOLE AGENTS FOR

## FALCON LAGER BEER.

A DUTCH BEER FAMOUS AT HOME AND ABROAD FOR

PURITY.

EXCELLENCE.

CHEAPNESS.



## NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, etc., should be addressed DAILY PRESS only, special business matter THE MANAGER.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded. Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for cash.

P.O. Box, 33. Telephone No. 12.  
Codes: A.B.C. 5th Ed., Licker's.  
Telegraphic Address: "Press."

## NEW ADVERTISEMENTS

## NOTICE.

WE HAVE This Day taken over the Agency of THE BRITISH ANTIFULGURANT COMPOSITION & PAINT CO., LTD., THE BANK LINE, LTD., King's Buildings, Hongkong, 27th October, 1914. [1291]

## STOCKBROKERS' ASSOCIATION OF HONGKONG.

## NOTICE.

OWING to the POSTPONEMENT of the SHANGHAI OCTOBER SETTLEMENT until NOVEMBER, the Public is hereby notified that the SETTLEMENT of all Transactions in Shares bought from or sold to SHANGHAI will take place in November. With the Exclusion of the above, the Settlement of all Transactions effected for the local October Settlement will take place as advertised, on the 29th October, 1914.

EDWARD M. RAYMOND, Secretary.  
Hongkong, 26th October, 1914. [1292]

## UNIVERSITY OF HONGKONG. MATRICULATION EXAMINATION.

NOTICE IS HEREBY GIVEN that a MATRICULATION EXAMINATION will be held on the following dates:—

DECEMBER 14th to 19th.

Arrangements will be made to hold the Examination at any town where a sufficient number of Candidates offer themselves. Candidates must send in their Names to the Registrar, with the fee, not later than November 14th, 1914.

Examination Fee \$10.00 (Hongkong Currency).

Forms of Entry and all Particulars may be obtained on application to—

THE REGISTRAR,  
The University of Hongkong,  
Hongkong, 24th October, 1914. [1293]

## TO LET.

ONE ROOM, Seymour Road, suitable for a Bachelor. No board. "S." Apply to—  
Cars of "Daily Press" Office.  
Hongkong, 27th October, 1914. [1294]

## YEW LEE.

AR CHEONG AND L. HANSEN.

STEVEDORES, SHIP-CHANDLERS and COMPADORES,  
15, LEE YUEN STREET, WEST.

Telephone No. 1280.  
Hongkong, 27th October, 1914. [1295]

## INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

## THE Company's Steamship

"FOOKSANG,"  
having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 P.M. the 27th inst. will be landed at Consignees' risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., General Managers.  
Hongkong, 26th October, 1914. [11]

## TO LET.

LARGE FURNISHED ROOM with Board for One or Two Gentlemen. Also Small Room.  
Apply—  
"ROCKLANDS,"  
7, Robinson Road.  
Hongkong, 20th October, 1914. [1296]

## \$10 REWARD.

## CANTON, PLEASE NOTE.

LOST a Small, Gray, Long-Haired TERRIER DOG, "PENCH." Above Reward will be paid for information leading to his recovery, by Miss MASSEY, No. 8, Rose Terrace, Nathan Road Kowloon.  
Hongkong, 25th October, 1914. [1287]

## NOTICE.

W. & A. GILBEY'S WINES AND SPIRITS.

A. S. WATSON & Co., LIMITED, have been Appointed AGENTS for Messrs. W. & A. GILBEY'S WINES AND SPIRITS.  
A. S. WATSON & Co., LIMITED,  
Hongkong, 22nd October, 1914. [1277]

## THE KING EDWARD HOTEL.

NOTICE IS HEREBY GIVEN that the Partnership heretofore subsisting between LI SHUK WAI alias LI WAI TONG and TONG LAI CHUEN, carrying on Business under the name and style of THE KING EDWARD HOTEL, at Victoria, Hongkong, has this Day been Dissolved. All Debts due to and owing by the late Partnership Business will be received and paid respectively by the said TONG LAI CHUEN, who will continue to carry on the said Business under the name and style above-mentioned.

Dated this 13th day of October, 1914.

堂輝李 名又 煒叔李  
泉麗唐  
[1281]

## INTIMATIONS

## ST. JOHN'S CATHEDRAL.

FRIDAY,  
OCT. 30th,  
9.15 P.M.

ORGAN RECITAL  
Collection  
in Aid of the  
PRINCE OF WALES' FUND.  
Mr. J. W. WHITE,  
Acting Organist.

## MINISTERING CHILDREN'S LEAGUE. SALE OF WORK.

In Aid Of  
Local Charities for Children and the  
PRINCE OF WALES' FUND,  
to be held in the

GROUNDS OF GOVERNMENT HOUSE

(By kind Permission of His Excellency THE GOVERNOR).

ON SATURDAY, 31st OCT.,  
FROM 2 TO 6 P.M.

ENTRANCE only at the Garden Gate in Upper ALBERT ROAD.

PRICES OF ADMISSION:  
Adults ... .. 30 Cents.  
Children ... .. 10 Cents.  
All Members and Associates Free.

"MRS. JARLEY'S WAXWORKS."

TOYS AND FANCY ARTICLES,  
ICES, SWEETS, TEA.

NO CHITS TAKEN.

Hongkong, 19th October, 1914.

G. R.

GOVERNMENT NOTIFICATION  
No. S. 335.

IT IS HEREBY NOTIFIED that SEALED TENDERS, in Duplicate, which should be clearly marked "TENDER FOR MEDICAL DEPARTMENT CONTRACT," will be received at the Colonial Secretary's Office until Noon of SATURDAY, the 31st October, 1914, for the Supply of AERATED WATERS; BEDDING and CLOTHING; BEERS, SPIRITS, WINES, etc.; SPIRIT OF WINE; CHEMICALS; DRUGS; SURGICAL INSTRUMENTS and Sundries; FURNITURE, etc.; MILK, of 4 Varieties; SUNDRIES; and WASHING (Schedule Nos. 1 to 10), required locally by this Department, for the period of one year from the first of January next inclusive.

For form of Tender apply at the Colonial Secretary's Office. All other information may be obtained from the Principal Civil Medical Officer at the Civil Hospital.

J. T. C. JOHNSON,  
Principal Civil Medical Officer.  
Medical Department,  
Hongkong, 16th October, 1914. [1274]

THE YANGTSEPOO COTTON MILL LIMITED.

NOTICE IS HEREBY GIVEN that the above-named Company is issuing a Prospectus (dated the 22nd day of September, One Thousand Nine Hundred and Fourteen, a copy of which has been filed with the Registrar of Companies) inviting subscriptions at par for 5,000—7 per cent. Cumulative Preference Shares of S. Tls. 100 each, and 25,000 Ordinary Shares of S. Tls. 5.00 each.

COPIES of the Prospectus and form of application can be obtained at the Registered Office of the Company, No. 16, Pedder Street, Hongkong, or from the Company's Bankers, THE HONGKONG AND SHANGHAI BANKING CORPORATION.

The rate of Exchange at which application in dollars will be received has been fixed with the Bank at 76½ and any refund to be made to applicants will be made at the same rate.

THIS NOTICE is not to be regarded as an invitation to the public to subscribe for shares, and a plications will only be received on the footing of the full Prospectus and in the form issued therewith.

Dated 19th October, 1914.

JARDINE, MATHESON & Co., Ltd.,  
General Managers. [1271]

HONGKONG AND SOUTH CHINA STEAM FISHERIES CO., LTD.

NOTICE TO SHAREHOLDERS.

THE FOURTH ANNUAL MEETING OF SHAREHOLDERS will be held at the Offices of the Undersigned, No. 4, Queen's Buildings, Victoria, Hongkong, on THURSDAY, the 5th November, 1914, at Noon.

The TRANSFER BOOKS of the Company will be CLOSED from the 29th October to the 5th November, 1914, both days inclusive.

BRADLEY & Co. Ltd.,  
General Managers.  
Hongkong, 26th October, 1914. [1285]

FRENCH LESSONS

G. MOUSSON,

15, MORRISON HILL ROAD.

[1276]

## INTIMATIONS

## LANE, CRAWFORD &amp; Co.

## SPORTS SEASON 1914-15.

From \$3.75 To \$11.00 Each.

THE GENUINE "MCGREGOR"

FOOTBALLS AND FOOTBALL BOOTS.

AS USED IN THE ENGLISH CUP FINALS.

From \$6.00 Each. CRICKET BATS From \$6.00 Each.

BY

WISDEN, STUART SURRIDGE, SPALDING AND GRADDIGE.

\$1.00 to \$4.50 CRICKET BALLS \$1.00 to \$4.50

LEG-GUARDS, GAUNTLETS, BATTING GLOVES.

From \$3.00 To \$3.00

HOCKEY STICKS

BY

SLAZENGER, JAUQUES AND SPALDING.

HOCKEY BALLS. SHIN-GUARDS. RUBBER

RINGS. KNEE-CAP BANDAGES WITH

FELT PADS.

A LARGE SELECTION OF

TENNIS RACKETS, BALLS, ETC.

From \$3.50 GOLF CLUBS From \$3.50

BALLS. CADDY BAGS AND ACCESSORIES.

SPECIAL RATES TO CLUBS.

LANE, CRAWFORD & CO.

[39]

## ENTERTAINMENTS

1st PERFORMANCE NOV. 7th. A. D. C. 2nd PERFORMANCE NOV. 10th.

## THEATRE ROYAL.

## "THE BLUE BIRD"

A FAIRY PLAY IN 5 ACTS,

BY

MAURICE MAETERLINCK.

UNDER the Distinguished Patronage of H.E. Sir F. H. MAY, K.C.M.G., General F. H. KELLY, C.B., and Commodore R. N. ANSTOTTER, C.M.G., R.N.

IN AID OF

THE PRINCE OF WALES' FUND.

100 PERFORMERS, 50 CHILDREN, 50 TRAINED BIRDS.

A SPECIAL CORPS DE BALLET OF 25.

ORCHESTRA OF 25 UNDER PROFESSOR GONZALES.

GALA NIGHT—SATURDAY, NOVEMBER 7th.

PRICES: DRESS CIRCLE, \$5. STALLS, \$4.

PIT SEATS can now be booked at \$3.

SECOND NIGHT—TUESDAY, NOVEMBER 10th.

DRESS CIRCLE AND STALLS... \$3.

PIT... \$2 (these Seats can now be reserved).

COMMENCING EACH EVENING AT 9.15 P.M.

Booking—Opens at MOUTRIE'S to holders of Advance Tickets on Oct. 27th, at 9 A.M.

General Booking from October 29th.

Hongkong, 14th October, 1914.

TO LET

TO LET.

NO. 2, CANTON VILLAS, Kowloon.

Apply—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Hongkong, 9th October, 1914. [1232]

TO LET.

TO LET.

NO. 2, CANTON VILLAS, Kowloon.

Apply—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Hongkong, 23rd October, 1914. [923]

TO LET.

TO LET.

NO. 168, THE PEAK, "THE KENNELS."

Apply—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Hongkong, 9th October, 1914. [1231]

TO LET.

TO LET.

NO. 168, THE PEAK, "THE KENNELS."

Apply—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Hongkong, 23rd August, 1914. [1087]

TO LET.

TO LET.

NO. 168, THE PEAK, "THE KENNELS."

Apply—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Hongkong, 23rd August, 1914. [1087]

## BANKS

INTERNATIONAL BANKING CORPORATION  
HEAD OFFICE: Wall Street, New York.  
LONDON OFFICE: Bishopsgate, E.C.

BRANCHES:  
Bombay. Calcutta. Canton. Cebu. Colon. Hank w. Hongkong. Kobe. London. Manila. Panama. Peking. San Francisco. Shanghai. Singapore. Yokohama.

CAPITAL PAID-UP (U.S. Gold) \$3,250,000

RESERVE FUNDS 4,060,000

(Gold) \$7,310,000

All kinds of FOREIGN & LOCAL BANKING BUSINESS transacted.

CURRENT ACCOUNTS opened and FIXED DEPOSITS received at rates to be ascertained on application.

N. S. MARSHALL, Manager.

9, Queen's Road, Hongkong, 22nd October, 1914. [939]

THE

BANK OF CHINA.

GOVERNMENT BANK.

(SPECIALLY AUTHORIZED BY PRESIDENTIAL

MANDATE OF 15th APRIL, 1913.)

Authorized Capital ..... \$80,000,000.

Paid-up Capital ..... \$10,000,000.

HEAD OFFICE: PEKING.

BRANCHES AND SUB-BRANCHES:

SHANGHAI AND NANKING: Shanghai, Yangchow, Wuchow, Wuhu, Anching, Fatsing, Tsingtao, Soochow. HANKOW: Hankow, Shashi, Ichang, Nanchang. TIENTSIN: Peking, Tientsin, Luanchow, Tsingtao, Shaochin, Chientsin, Lanchow, Huchow, Ningpo, Kailong, Changchun, Sinyang, Loh, Chongku, Tsinan, Chowtsun, Tientsin, Lanchow, Chongku, Tsingtao, Yankuan, Yuchow, Fookow, Changchun, Kirin, Moulken, Nowschang, Dairen, Harbin, Taitshar, Teling, Chinchow, Antung, Canton, Kueiyang, etc., etc.

CANTON BRANCHES:

Interests allowed on current accounts and Fixed Deposits. Terms on application.

Every description of Banking business transacted; loans granted on approved securities.

Special facilities for Home exchange.

Hongkong, 18th October, 1914. [1243]

TO LET

TO LET.

FROM 1st SEPTEMBER, 1914.

IN CANTON ON SHAMEN LOT 66.

The premises now in the occupation of the Bank of Taiwan, Ltd.

The Premises on SHAMEN LOT No. 36, now in the occupation of Messrs. Farnell & Paget.

Apply to—

DAVID SASSOON & Co., Ltd.

Hongkong, 24th October, 1914. [1017]

TO LET.

TO LET.

NO. 19, 21, 23 and 25, SHELLY STREET, Newly Painted and Colour-washed.

"KIRKENDALL" Furnished, No. 122, Plantation Road, Peak.

"BEACONFIELD," Battery Path.

No. 59, THE PEAK (CAMERON VILLAS).

Apply to—

LINSTEAD & DAVIS.

3rd Floor, Alexandra Buildings.

Hongkong, 26th October, 1914. [1174]

TO BE LET.

Immediate Possession.

NO. 3, "AIMAI VILLAS," Austin Avenue, Kowloon, comprising 3 Big Airy Rooms, etc.

Apply to—

PATELL & Co.,

79, Wancham Street.

Hongkong, 19th October, 1914. [1282]

TO LET.

TO LET.

NO. 3, MOUNTAIN VIEW, PEAK.

21, CANNON ROAD CENTRAL.

69, QUEEN'S ROAD CENTRAL.

Apply to—

M. J. D. STEPHENS,

18, Bank Buildings.

Hongkong, 16th October, 1914. [1254]

TO LET.

TO LET.

GODOWN, No. 8, Duddell Street (First Godown).

Apply—

A. B. AVASIA,

Care of E. PARANEY,

No. 1, Duddell Street.

Hongkong, 16th October, 1914. [1247]

TO LET.

TO LET.

NO. 3, "ORMSBY VILLAS," Kowloon.

BUILDINGS at the rear of LYEMOON VILLAS. Can be used for Stables or Motor Garage.

Apply to—

SPANISH DOMINICAN PROCUATION.

Hongkong, 15th October, 1914. [1246]

TO LET.

TO LET.

NO. 4, CLIFTON GARDENS, (17, Conduit Road).

1, HILL SIDE, 110, THE PEAK.

"HAVERLEIGH," 11, Conduit Road.

GODOWN, 98, Wanchai Road.

GODOWN, No. 4, New Praya, Kennedy Town.

GODOWN, No. 5, New Praya, Kennedy Town.

Apply—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.



**Cutter Palmer & Co.**  
The Wine Merchants of the East

**NAPIER - JOHNSTONE'S**

"SQUARE BOTTLE"

WHISKY.

UNVARIED FOR OVER

150 YEARS.

THE SAME TO-DAY AS IN  
1745.

**BEWARE OF  
IMITATIONS.**

SOLE AGENTS IN HONGKONG  
**LANE CRAWFORD & CO.**  
and from ALL WINE MERCHANTS.

**WAR MAPS**  
AND  
SMALL NATIONAL FLAGS  
to mark the progress of  
THE WAR.

FOR SALE AT—  
**GRACA & CO.**  
PRINCE ST. (Hongkong Hotel Building).  
Hongkong, 15th October, 1914. [1204]

**SINGON & CO.**  
ESTABLISHED A.D. 1880.

IRON, Steel, Metal and Hardware Mer-  
chants, Wholesale and Retail Iron-  
mongers, Pig Iron and Foundry Cast  
Imports, General Storekeepers and Ship-  
chandlers, Nos. 35 and 37, HING LOOKE  
STREET (2nd St. West of Central Market).  
Telephone No. 515. [45]

**MARTIN'S  
APOL STEEL  
PILLS**  
A French Remedy for all irregularities,  
thousands of ladies have seen a box of  
Martin's Pills in the house and then the first  
signs of any irregularity of the system  
timely do not get admitted. It is a safe  
and reliable remedy for all such troubles  
as all ailments and it will cure them  
without any delay. It is sold by all  
Druggists, Chemists, and Grocers.  
— MARTIN'S  
APOL STEEL  
PILLS

**THE NEW FRENCH REMEDY, M. M. M. S. S.**  
BLOOD POISON, RHEUM, BLADDER, URINARY DISEASE,  
DYSCHOLIC, WASTING, PILES, BRUISES, AND ALL  
KINDS OF SKIN AFFECTIONS. IT IS THE ONLY  
REMEDY FOR ALL SUCH AFFECTIONS. IT IS  
THE ONLY REMEDY FOR ALL SUCH AFFECTIONS.  
— MARTIN'S  
APOL STEEL  
PILLS

**GRIMAULT'S  
SYRUP**  
OF  
HYPOPHOSPHITE OF LIME  
FOR  
STUBBORN COUGHS  
BRONCHITIS  
WEAK LUNGS  
CATARRH  
CONSUMPTION

**HONGKONG TIDE TABLE.**  
From 27th October to 2nd November, 1914.

Days of Week	Days of Month	HIGH WATER			LOW WATER		
		H'long.	Mean	Height	H'long.	Mean	Height
Tues.	27	h. m.	ft. in.	ft. in.	h. m.	ft. in.	ft. in.
		3 10	6 3	11 12	2 1	5 3	10 11
Wed.	28	7 08	5 3	9 42	5 3	4 3	9 42
		4 46	6 6	0 0	0 0	4 4	9 42
Thurs.	29	7 25	5 5	11 49	4 4	4 4	9 42
		6 0	6 4	0 38	4 4	4 4	9 42
Fri.	30	7 35	5 8	0 44	4 4	4 4	9 42
		6 36	6 1	1 9	3 6	3 6	9 42
Satur.	31	7 41	6 1	1 33	3 6	3 6	9 42
		7 47	6 5	1 39	3 6	3 6	9 42
Sun.	1	8 3	6 0	2 16	3 6	3 6	9 42
		8 14	6 6	2 8	3 0	3 0	9 42
Mon.	2	9 18	5 8	2 56	2 5	2 5	9 42
		8 33	7 2	2 35	2 5	2 5	9 42

## ANTECEDENTS OF THE WAR. RESPONSIBILITY OF GERMANY.

THE ANGLO-AUSTRIAN RUPTURE.

The Foreign Office issues as a White Paper [Cd. 7590] a dispatch from his Majesty's Ambassador at Vienna respecting the rupture of diplomatic relations with the Austro-Hungarian Government. This important dispatch completes the series of British diplomatic documents bearing upon the outbreak of the present war. It brings out with remarkable clearness the direct responsibility of Germany for the opening of hostilities, and indicates that, but for German precipitation, the Austro-Serbian conflict might have been settled by diplomatic means. We append the dispatch, in which we have inserted cross-headings and, in parentheses, some explanatory indications:—  
Sir M. de Bunsen to Sir Edward Grey.  
London, September 1st.

Sir,  
The rapidity of the march of events during the days which led up to the outbreak of the European war made it difficult, at the time, to do more than record their progress by telegraph. I propose now to add a few comments.

The delivery at Belgrade on the 23rd July of the Austrian note to Serbia was preceded by a period of absolute silence at the Ballplatz (the Austro-Hungarian Foreign Office). Except Herr von Tschirsky (the German Ambassador), who must have been aware of the tenor, if not of the content, of the note, none of the other members of the staff were allowed to see it. On the 22nd and 23rd July M. Dumaine, French Ambassador, had long interviews with Baron Macchio, one of the Under-Secretaries of State for Foreign Affairs, by whom he was left under the impression that the words of warning he had been instructed to speak to the Austro-Hungarian Government had not been availing, and that the note which was being drawn up would be found to contain nothing with which a self-respecting State need hesitate to comply.

At the second of these interviews he was not even informed that the note was at that very moment being presented at Belgrade, or that it would be published in Vienna the following morning. Count Forgach, the other Under-Secretary of State, had indeed been good enough to confide to me on the same day the true character of the note, and the fact of its presentation about the time we were speaking.

Italy left in the dark.  
So little had the Russian Ambassador been made aware of what was preparing that he actually left Vienna on a fortnight's leave of absence about the 20th July. He had only been absent a few days when events compelled him to return. It might have been supposed that Duke Avarna, Ambassador of the allied Italian Kingdom, which was bound to be so closely affected by fresh complications in the Balkans, would have been taken fully into the confidence of Count Berchtold during the critical time. In point of fact his Excellency was left completely in the dark. As for myself no indication was given me by Count Berchtold of the impending storm, and it was from a private source that I received on the 15th July the forecast of what was about to happen which I telegraphed to you the following day. It is true that during all this time the *Neue Freie Presse* and other leading Vienna newspapers were using language which pointed unmistakably to war with Serbia. The official *Freidenkblatt*, however, was more cautious, and till the note was published the prevailing opinion among my colleagues was that Austria would shrink from courses calculated to involve her in grave European complications.

On the 24th July the note was published in the newspapers. By common consent it was at once styled an ultimatum. Its integral acceptance by Serbia was neither expected nor desired, and when on the following afternoon it was at first rumoured in Vienna that it had been unconditionally accepted there was a moment of keen disappointment. The mistake was quickly corrected, and as soon as it was known later in the evening that the Serbian reply had been rejected and that Baron Giesl (the Austro-Hungarian Minister to Serbia) had broken off relations at Belgrade, Vienna burst into a frenzy of delight, vast crowds parading the streets and singing patriotic songs till the small hours of the morning.

Austrian Delight at War.  
The demonstrations were perfectly orderly, consisting for the most part of organized processions through the principal streets ending up at the Ministry of War. One or two attempts to make hostile manifestations against the Russian Embassy were frustrated by the strong guard of police which held the approaches to the principal Embassies during those days. The demeanour of the people at Vienna, and as I was informed, in many other principal cities of the Monarchy, showed plainly the popularity of the idea of war with Serbia, and there can be no doubt that the small body of Austrian and Hungarian statesmen by whom this momentous step was adopted gauged rightly the sense, and it may even be said the determination, of the people, except presumably in portions of the provinces inhabited by the Slav races. There had been much disappointment in many quarters at the avoidance of war with Serbia during the annexation crisis in 1908, and again in connection with the recent Balkan War. Count Berchtold's peace policy had met with little sympathy in the Delegation.

Now the flood-gates were opened and the entire people and Press clamoured impatiently for immediate and condign punishment of the hated Serbian race. The country certainly believed that it had before it only the alternative of subduing Serbia or of submitting sooner or later to mutilation at her hands. But a peaceful solution should first have been attempted. Few seemed to reflect that the forcible intervention of a Great Power in the Balkans must inevitably call other Great Powers into the field. So just was the cause of Austria held to be, that it seemed to her people inconceivable that any country should place itself in her path, or that questions of mere policy or prestige should have been made to supersede the necessity which had arisen to exact summary vengeance for the crime of Serajevo. The conviction had been expressed to me by the German Ambassador on the 24th July that Russia would stand aside.

This feeling, which was also held at the Ballplatz, influenced no doubt the course of events, and it is deplorable that no effort should have been made to secure by means of diplomatic negotiations the acquiescence of Russia and Europe as a whole in some peaceful compromise of the Serbian question by which Austria's fears of Serbian aggression and intrigue might have been removed for

**WM. POWELL,  
LTD.**

TELEPHONE 346.

150 DESIGNS

IN

CRETONNES AND BORDERED  
CASEMENT CLOTHS.

SEND FOR SAMPLES.

150 DISTINCT  
PATTERNS.

[649]

the future. Instead of adopting this course, the Austro-Hungarian Government resolved upon war. The inevitable consequence ensued. Russia replied to a partial Austrian mobilization and declaration of war against Austria. Austria met this move by completing her own mobilization, and Russia, again responded with results which have passed into history. The fate of the proposals put forward by His Majesty's Government for the preservation of peace is recorded in the White Paper on the European Crisis.

On the 28th July I saw Count Berchtold and urged as strongly as I could that your scheme of mediation mentioned in your speech in the House of Commons on the previous day should be accepted as offering an honourable and peaceful settlement of the question at issue. His Excellency himself read to me a telegraphic report of the speech, but added that matters had gone too far; Austria was that day declaring war on Serbia, and she could never accept the conference which you had suggested should take place between the less interested Powers on the basis of the Serbian reply. This was a matter which must be settled directly between the two parties immediately concerned. I said His Majesty's Government would hear with regret that hostilities could not be arrested, as you feared they would lead to European complications. I disclaimed any British lack of sympathy with Austria in the matter of her legitimate grievances against Serbia, and pointed out that, whereas Austria seemed to be making these the starting-point of her policy, His Majesty's Government were bound to look at the question primarily from the point of view of the maintenance of the peace of Europe. In this way the two countries might easily drift apart.

His Excellency said that he too was keeping the European aspect of the question in sight. He thought, however, that Russia would have no right to intervene after receiving his assurance that Austria sought no territorial aggrandisement. His Excellency remarked to me in the course of his conversation that, though he had been glad to co-operate towards bringing about the settlement which had resulted from the ambassadorial conferences in London during the Balkan crisis, he had never had much belief in the permanency of that settlement, which was necessarily of a highly artificial character, inasmuch as the interests which it sought to harmonize were in themselves profoundly divergent. His Excellency throughout the interview, but left no doubt in my mind as to the determination of the Austro-Hungarian Government to proceed with the invasion of Serbia.

Germany fails to co-operate.  
The German Government claim to have persevered to the end in the endeavour to support at Vienna your successive proposals in the interest of peace. Herr von Tschirsky abstained from inviting my co-operation or that of the French and Russian Ambassadors in carrying out his instructions to that effect, and I had no means of knowing what response he was receiving from the Austro-Hungarian Government. I was, however, kept fully informed of his own direct negotiations with Count Berchtold. M. Schebeko endeavoured on the 28th July to persuade the Austro-Hungarian Government to furnish Count Szapary (the Austro-Hungarian Ambassador to Russia) with full powers to continue at St. Petersburg the hopeful conversations which had there been taking place between the latter and M. Sazonof (the Russian Foreign Minister). Count Berchtold refused at the time, but two days later (20th July) though in the meantime Russia had partially mobilized against Austria, he received M. Schebeko again, in a perfectly friendly manner, and gave his consent to the continuance of the conversations at St. Petersburg. From now onwards the tension between Russia and Germany was much greater than between Russia and Austria. As between the latter an arrangement seemed almost in sight, and on the 1st August I was informed by M. Schebeko that Count Szapary had at last conceded the main point at issue by announcing to Mr. Sazonof that Austria would consent to submit to mediation the points in the note to Serbia which seemed incompatible with the maintenance of Serbian independence. M. Sazonof, M. Schebeko added, had accepted this proposal on condition that Austria would refrain from taking any action in the action of Serbia. Austria, in the actual situation, and that she herself had at that point good hopes of a peaceful issue is shown by the communication made to you on the 1st August by Count Mensdorff (the Austro-Hungarian Ambassador

in London) to the effect that Austria had neither "banged the door" on compromise nor cut off the conversations with M. Schebeko to the end was working hard for peace. He was holding the most conciliatory language to Count Berchtold, and he informed me that the latter, as well as Count Forgach had responded in the same spirit. Certainly it was too much for Russia to expect that Austria would hold back her armies, but this matter could probably have been settled by negotiation, and M. Schebeko repeatedly told me he was prepared to accept any reasonable compromise.

Germany forces on war.  
Unfortunately these conversations at St. Petersburg and Vienna were cut short by the transfer of the dispute to the more dangerous ground of a direct conflict between Germany and Russia. Germany intervened on the 31st July by means of her double ultimatum to St. Petersburg and Paris. The ultimatums were of a kind which only one answer is possible, and Germany declared war on Russia on the 1st August, and on France on the 3rd August. A few days' delay might in all probability have saved Europe from one of the greatest calamities in history. Russia still abstained from attacking Austria, and M. Schebeko had been instructed to remain at his post till war should actually be declared against her by the Austro-Hungarian Government. This only happened on the 6th August when Count Berchtold informed the foreign missions at Vienna that "the Austro-Hungarian Ambassador at St. Petersburg had been instructed to notify the Russian Government that, in view of the menacing attitude of Russia in the Austro-Serbian conflict and the fact that Russia had commenced hostilities against Germany, Austria-Hungary considered herself also at war with Russia."

M. Schebeko left quietly in a special train provided by the Austro-Hungarian Government on the 7th September. He had urgently requested to be conveyed to the Roumanian frontier, so that he might be able to proceed to his own country, but was taken instead to the Swiss frontier, and ten days later I found him at Berne.  
M. Dumaine, French Ambassador, stayed on till the 12th August. On the previous day he had been instructed to demand his passport on the ground that Austrian troops were being moved against France. This point was not fully cleared up when I left Vienna. On the 6th August, M. Dumaine had received from Count Berchtold the categorical declaration that no Austrian troops were being moved to Alsace. The next day this statement was supplemented by a further one, in writing, giving Count Berchtold's assurance that not only had no Austrian troops been moved actually to the French frontier, but that none were moving from Austria in a westerly direction into Germany in such a way that they might replace German troops employed at the front. These two statements were made by Count Berchtold in reply to precise questions put to him by M. Dumaine, under instructions from his Government. The French Ambassador's departure was not attended by any hostile demonstration, but his Excellency before leaving had been justly offended by a language made by the Chief Burgomaster of Vienna to the crowd assembled before the steps of the town hall, in which he assured the people that Paris was in the throes of a revolution, and that the President of the Republic had been assassinated.

The British declaration of war on Germany was made known in Vienna by special editions of the newspapers about mid-day on the 5th August. An abstract of your speeches in the House of Commons, and also of the German Chancellor's speech in the Reichstag, of the 4th April, appeared the same day, as well as the text of the German ultimatum to Belgium. Otherwise few details of the great events of these days transpired. The *Neue Freie Presse* was violently insulting England. The *Freidenkblatt* was not offensive, but little or nothing was said in the columns of any Vienna paper to explain that the violation of Belgian neutrality had left His Majesty's Government no alternative but to take part in the war.

Italian neutrality resented.  
The declaration of Italian neutrality was bitterly felt in Vienna, but scarcely mentioned in the newspapers.  
On the 5th August I had the honour to receive your instruction of the previous day preparing me for the immediate outbreak of war with Germany, but adding that Austria being understood to be not yet at that date at war with Russia and France, you did not desire me to ask for my passport or to make any particular communication to the Austro-Hungarian Government. You stated at the

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[1049-1]

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same time that His Majesty's Government of course expected Austria not to commit any act of war against us without the notice required by diplomatic usage.

On Thursday morning, the 13th August, I had the honour to receive your telegram of the 12th, stating that you had been compelled to inform Count Mensdorff, at the request of the French Government, that a complete rupture had occurred between France and Austria, on the ground that Austria had declared war on Russia, who was already fighting on the side of France, and that Austria had sent troops to the German frontier under conditions that were a direct menace to France. The rupture having been brought about with France in this way, I was to ask for my passport, and your telegram stated, in conclusion, that you had informed Count Mensdorff that a state of war would exist between the two countries from midnight of the 12th August.

After seeing Mr. Penfield, the United States Ambassador, who accepted immediately in the most friendly spirit my request that his Excellency would take charge provisionally of British interests in Austria-Hungary during the unfortunate interruption of relations, I proceeded, with Mr. Russell, Counselor of His Majesty's Embassy, to the Ballplatz. Count Berchtold received me at mid-day. I delivered my message, for which his Excellency did not seem to be unprepared, although he told me that a long telegram from Count Mensdorff had just come in but had not yet been brought to him. His Excellency received my communication with the courtesy which never leaves him. He deplored the unhappy complications which were drawing such good friends as Austria and England into war. In point of fact, he added, Austria did not consider herself then at war with France, though diplomatic relations with that country had been broken off. I explained in a few words how circumstances had forced this unwelcome conflict upon us. We both avoided useless argument. Then I ventured to recommend to his Excellency's consideration the case of the numerous stranded British subjects at Carlsbad, Vienna, and other places throughout the country. I had already had some correspondence with him on the subject, and his Excellency took a note of what I said, and promised to see what could be done to get them away when the stress of mobilization should be over. Count Berchtold agreed to Mr. Phillips' plan, then British Consul at Vienna, under the General Sir Frederick Duncanson, being left by me at the Embassy in the capacity of Charge des Archives. He presumed a similar privilege would not be refused in England if desired on behalf of the Austro-Hungarian Government. I took leave of Count Berchtold with sincere regret, having received from the day of my arrival in Vienna, not quite nine months before, many marks of friendship and consideration from his Excellency. As I left I begged his Excellency to present my profound respects to the Emperor Francis Joseph, together with an expression of my hope that His Majesty

would pass through these sad times with unimpaired health and strength. Count Berchtold was pleased to say he would deliver my message.

AUSTRIAN POLITENESS.

Count Walterskirchen, of the Austro-Hungarian Foreign Office, was deputed the following morning to bring me my passport and to acquaint me with the arrangements made for my departure that evening (14th August). In the course of the day Count Berchtold and other ladies of Vienna society called to take leave of Lady de Bunsen at the embassy. We left the railway at 7 p.m. No disagreeable incidents occurred. Count Walterskirchen was present at the station on behalf of Count Berchtold. The journey was necessarily slow, owing to the encumbered state of the line. We reached Bielefeld on the Swiss frontier, early in the morning of the 17th August. At the first halting place there had been some hooting and stone-throwing on the part of the entraining troops and station officials, but no inconvenience was caused, and at the other large stations on our route we found that ample measures had been taken to preserve us with food. I was left in no doubt that the Austro-Hungarian Government had desired that the journey should be performed under the most comfortable conditions possible, and that I should receive on my departure all the marks of consideration due to his Majesty's representative. I was accompanied by my own family and the entire staff of the Embassy, for whose untiring zeal and efficient help in trying times I desire to express my sincere thanks. The Swiss Government also showed courtesy in providing comfortable accommodation during our journey from the frontier to Berne, and after three days' stay there, on the 20th August, at which place we found that every provision had been made by the French Government at the request of Sir Francis Bertie, for our speedy conveyance to Paris. We reached England on Saturday morning, the 22nd August. I have, etc.

MAURICE DE BUNSEN.

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[Miscellaneous, No. 641914.]

[See No. 137, "Miscellaneous, No. 6 (1914)."]







# PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

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LONDON and GENOA via SINGAPORE, PENANG, COLOMBO, PORT SAID, and MARSEILLES.	CANDIA ..... Capt. R. E. Peel	10 A.M. 23rd Oct.	Freight.
LONDON via USUAL PORTS OF CALL	NANKIN ..... Capt. G. Manley	4 P.M. 6th Nov.	See Special Advertisement.
SHANGHAI	NUBIA ..... Capt. J. Fox	About 6th Nov.	Freight and Passage.
SHANGHAI, MOJI, KOBE, and YOKOHAMA	NAGOYA ..... Capt. W. H. Sweny, R.M.S.	About 16th Nov.	Freight and Passage.

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SHIPPERS are informed that the P. & O. Company's Vessels are insured under The British Government National Insurance Scheme and they can effect War Risk Insurance on individual shipments with The National Insurance Committee, London, through their representatives there.

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Superintendent.

Hongkong, 27th October, 1914.

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## SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
WEIHAIWEI, CHEFOO, NEWCHOW and TIENTSIN	"HUICHOW" .....	On 27th Oct. 9 A.M.
MANILA, CEBU and ILOILO	"TAMING" .....	On 27th Oct. 4 P.M.
SHANGHAI	"CHENAN" .....	On 27th Oct. 4 P.M.
HOIHOW and HAIPHONG	"KAIFONG" .....	On 28th Oct. 10 A.M.
SWATOW, AMOY and SHANGHAI	"ANHUI" .....	On 28th Oct. Noon.
SHANGHAI	"YINGCHOW" .....	On 29th Oct. 4 P.M.
WEIHAIWEI and TIENTSIN	"KUEICHOW" .....	On 1st Nov. 4 P.M.
MANILA, CEBU and ILOILO	"TEAN" .....	On 3rd Nov. 4 P.M.

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STEAMER	ARRIVE HONGKONG FROM AUSTRALIA.	LEAVE HONGKONG FOR AUSTRALIA.
ALDENHAM .....	27th Oct.	On 10th Nov. 10 A.M.
ST. ALBANS .....	21st Nov.	On 18th Dec. 10 A.M.
EASTERN .....	12th Dec.	On 8th Jan. 10 A.M.

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Hongkong, 1st September, 1914.

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"HAICHING" .....	Capt. W. C. Passmore	TUESDAY, 27th Oct. at 1 P.M.
"HAIYANG" .....	Capt. A. E. Hodgins	FRIDAY, 30th Oct. at 1 P.M.
"HAITAN" .....	Capt. J. W. Evans	TUESDAY, 3rd Nov. at 1 P.M.

## FOR SWATOW AND RETURN.

"HAIMUN" ..... Capt. A. H. Stewart | WED'DAY, 28th Oct. at 1 P.M. ||  |  | (SUNDAY, 1st Nov. at 10 A.M.) |

Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier).

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**DOUGLAS LAPRAIK & Co.,**  
GENERAL MANAGERS.

Hongkong, 27th October, 1914.

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# TOYO KISEN KAISHA. NIPPON YUSEN KAISHA

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Steamer	Displacement Tons and Speed.	Leave Hongkong.
TENYO MARU	22,000—21 knots from Nagasaki	14th Nov.
SHINYO MARU	22,000—21 knots	TUES., 8th Dec.
CHIYO MARU	22,000—21 knots	TUES., 5th Jan.
FIRST CLASS TO LONDON	£71.10...	RETURN (6 MONTHS) £120.
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ANYO MARU	18,500—15 knots	Wednesday, 2nd December.

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TELEPHONE 291.

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Steamer	Captain	Leaving
"TACOMA MARU" .....	T. Hamada	THURSDAY, 29th Oct. at 4 P.M.
"PANAMA MARU" .....	J. Kanae	WED'DAY, 11th Nov. at 4 P.M.

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"PEKING MARU" .....	S. Yamano	Middle of November.

## FOR FOOCHOW VIA SWATOW AND AMOY.

Steamer	Captain	Leaving
"KAJO MARU" .....	Y. Yamamoto	SUNDAY, 1st Nov. at Noon.

## FOR TAMSUI VIA SWATOW AND AMOY.

Steamer	Captain	Leaving
"DAIJIN MARU" .....	K. Murakami	SUNDAY, 1st Nov. at 10 A.M.
"DAIGI MARU" .....	S. Tokushige	

## FOR ANPING AND TAKAO VIA SWATOW AND AMOY.

Steamer	Captain	Leaving
"BOSEU MARU" .....	K. Hattori	THURSDAY, 29th Oct. at 3 A.M.

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## THE JAPAN MAIL STEAMSHIP CO

## PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS AND DISPLACEMENT	TONS	SAILING DATES
MARSEILLES and LONDON via SINGAPORE, PENANG, COLOMBO, SUEZ and PORT SAID	ATSUTA MARU Capt. Yoshikawa	16,000	WEDNESDAY, 4th Nov. at 10 A.M.
VICTORIA, B.O. and SEATTLE via SHANGHAI, MOJI, KOBE, YOKKAICHI and YOKOHAMA	YASAKA MARU Capt. Yamawaki	25,000	WEDNESDAY, 18th Nov. at 10 A.M.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	AKI MARU Capt. Noma	12,200	TUESDAY, 3rd Nov. at Noon.
CALCUTTA via SINGAPORE, PENANG and LANGOON	SADO MARU Capt. K. Asakawa	12,500	TUESDAY, 17th Nov. at Noon.
BOMBAY via SINGAPORE, and COLOMBO	HITACHI MARU Capt. T. Sato	13,500	WEDNESDAY, 18th Nov. at Noon.
SHANGHAI and KOBE	TANGO MARU Capt. Sotoku	13,500	WEDNESDAY, 16th Dec. at Noon.
SHANGHAI and KOBE	HAKATA MARU Capt. Kawashima	12,500	SATURDAY, 7th Nov.
SHANGHAI and KOBE	JINSEN MARU Capt. Torada	5,000	THURSDAY, 29th Oct.
SHANGHAI and KOBE	KAWACHI MARU Capt. Nakamura	12,500	FRIDAY, 6th Nov.
SHANGHAI and KOBE	RANGOON MARU Capt. Numura	7,000	WEDNESDAY, 13th Nov.
NAGASAKI, KOBE and YOKOHAMA	INABA MARU Capt. Tominaga	12,500	SUNDAY, 1st Nov. at 5 P.M.

§ Wireless Telegraphy.

## PASSENGER SEASON FOR 1915.

### FOR EUROPE.

Steamers.	Displacement.	Leave Hongkong.
KATORI MARU	20,000 Tons	Thurs. 28th Jan.
KAMO	16,000	11th Feb.
KASHIMA	20,000	25th Feb.
MISHIMA	16,000	11th Mar.
SUWA	20,000	25th Mar.
ATSUTA	16,000	8th Apr.
YASAKA	25,000	22nd Apr.
MIYASAKI	16,000	6th May.
KITANO	16,000	20th May.
FUSHIMA	25,000	3rd June.

### FOR AMERICA.

Steamers.	Displacement.	Leave Hongkong.
AKI MARU	12,500 Tons	Tues. 26th Jan.
SADO	12,500	9th Feb.
YOKOHAMA	12,500	23rd Feb.
AWA	12,500	9th Mar.
SHIDZUOKA	12,500	23rd Mar.
TAMBA	12,500	6th Apr.
AKI	12,500	20th Apr.
SADO	12,500	4th May.

For Further Information as to Freight, Sailing, &c., apply to—

**T. KUSUMOTO, MANAGER.**

TELEPHONE Nos. 292 and 1241

[8-9-10]

# PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

## PROPOSED SAILINGS OF MAIL STEAMERS

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Connecting Steamer leaves YOKOHAMA	Steamer to COLOMBO.	Leave SHANGHAI HAI	Leave HONGKONG KONG.	Connecting Steamer from COLOMBO to MARSEILLES and LONDON	Due at MARSEILLES LES	Due at PLYMOUTH (London) 1 day later
P.M. Thurs.		6 p.m.	Noon.		Friday	Thursday
	NANKIN	Nov. 2	Nov. 6	KHYBER	Dec. 4	Dec. 12
Nov. 9	NUBIA	Nov. 1	Nov. 20	MEDINA	Dec. 18	Dec. 24
	ORIENTAL	Dec. 1	Dec. 5	MONGOLIA	Jan. 1	Jan. 7
Dec. 7	MALTA	Dec. 14	Dec. 18	MALWA	Jan. 15	Jan. 21

THE ATTENTION of Passengers is drawn to the ACCELERATED ARRIVAL of the Mail Steamers at Marseilles, Plymouth and London. These vessels will now arrive in Marseilles on Friday, and London on the following Friday.

Passengers change Steamers at COLOMBO. Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

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"B"	" " " £59, " £89.
2nd Saloon "A"	" " " £44, " £66.
"B"	" " " £40, " £60.
	MARSEILLES
1st Saloon "A"	Accommodation Single £61, Return £91.
"B"	" " " £55, " £85.
2nd Saloon "A"	" " " £42, " £63.
"B"	" " " £38, " £57.

IN ADDITION TO THE ABOVE MAIL STEAMERS  
INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR  
LONDON  
CARRYING 1ST AND 2ND SALOON PASSENGERS AT REDUCED RATES.  
PROPOSED SAILINGS:

STEAMERS.	Leave Y'HAMA	Leave SHANGHAI	Leave H'KONG	Leave S'PORE	Due at M'SHILES	Due at LONDON
	about	about	about	about	about	about
NELLORE	Nov. 9	Nov. 19	Nov. 25	Dec. 1	Dec. 23	Jan. 3
NAGOYA	Dec. 7	Dec. 17	Dec. 23	Dec. 29	Jan. 25	Feb. 3

These Steamers call also at PORT SWETTENHAM, PENANG and COLOMBO  
FARES TO LONDON:

1st Saloon £50 Single: £75 Return. 2nd Saloon £35 Single: £52 Return  
FARES TO MARSEILLES:

1st Saloon £45 Single, 2nd Saloon £33 Single.  
All Passenger Steamers are fitted with the Marconi System of Wireless Telegraphy.  
THE ABOVE RATES ARE SUBJECT TO A SURTAX OF 10%.

For Further Particulars, apply to—

**E. A. HEWITT,**  
SUPERINTENDENT.

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## POST OFFICE NOTICE.

The Service to Taiching is suspended.

A late Mail for Swatow, Amoy and Foochow will in future be closed for all Douglas Steamers 20 minutes before each steamer calls, ordinary correspondence will be received after the regular mail has closed at the tide gate entrance to the G.P.O. in the lane off Des Voeux Road.

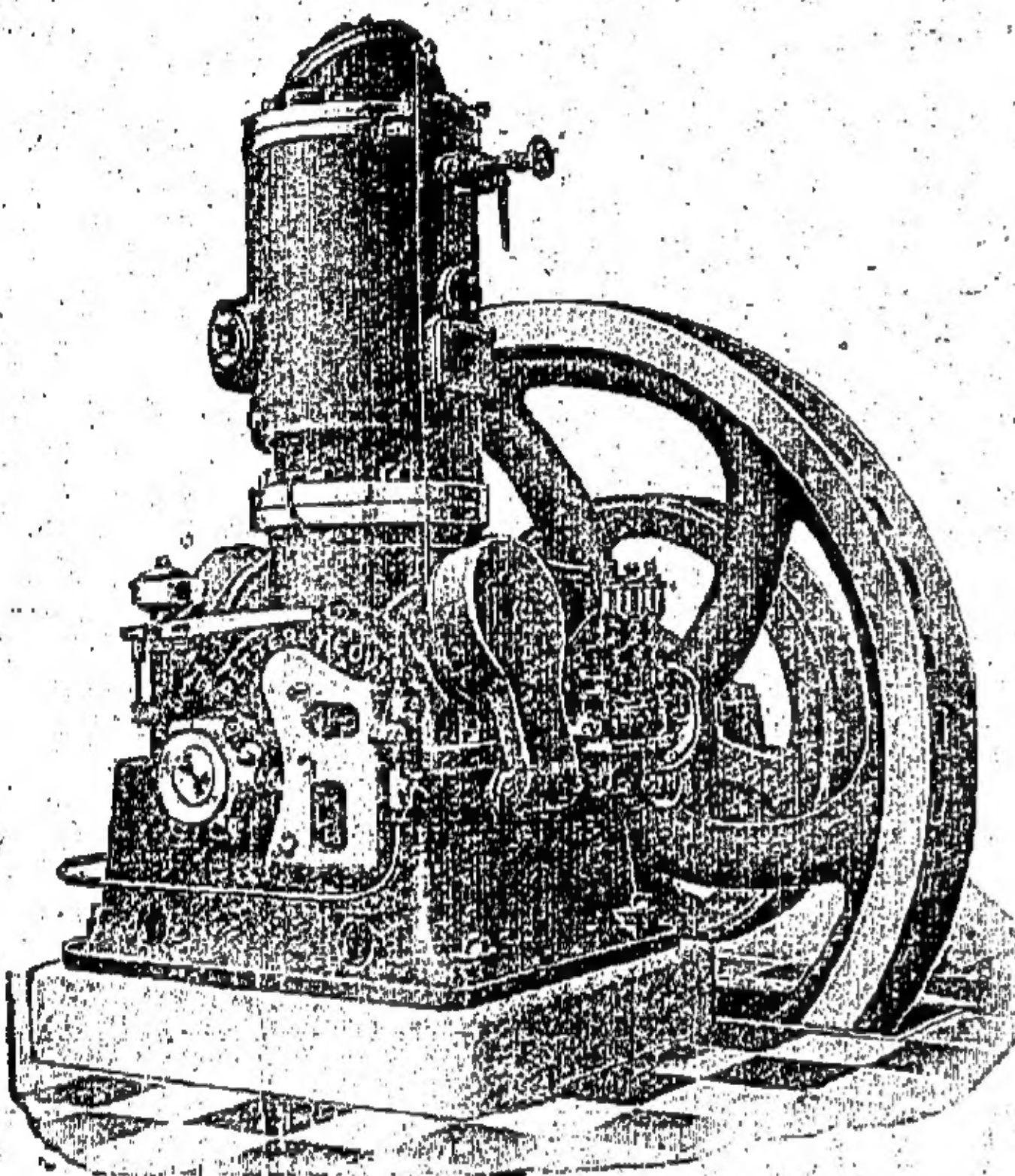
The MAIL FROM LONDON (via Siberia) of Friday, the 25th ult., is due to arrive here to-morrow.

FOR	DATE
Weihaiwei, Chefoo, Newchwang and Tientsin	Tuesday, 27th, 8.00 A.M.
Fort Bayard	Tuesday, 27th, 10.00 A.M.
Japan via Kobe	Tuesday, 27th, 10.00 A.M.
PHILIPPINE ISLANDS, JAPAN via NAGASAKI, HONOLULU, UNITED STATES, SOUTH AMERICA and CANADA via SAN FRANCISCO, UNITED KINGDOM via CANADA	Registration with late fee of 10 cents up to 1.00 A.M. Registration 9.30 A.M. E.O. 11.00 A.M. Letters 11.00 A.M.
Swatow, Amoy and Foochow	Tuesday, 27th, Noon
Japan via Nagasaki, Victoria, Seattle, Tacoma, Vancouver, B.C., and United Kingdom via Canada	Registration Noon Letters 1.00 P.M.
Shanghai and North China	Tuesday, 27th, 3.00 P.M.
Philippine Islands	Tuesday, 27th, 3.00 P.M.
Shanghai and North China (EUROPE via SIBERIA)	Registration 2.30 P.M. Letters 3.00 P.M.
[Tientsin-Pukow Service Shanghai Brit. P.O. 11.30 a.m., Monday, 2nd November.]	
United States, South America, Canada and United Kingdom via San Francisco	Tuesday, 27th, Registration 5.00 P.M. Letters 5.00 P.M.
Beihai, Haiphong and Pakhoi	Wednesday, 28th, 9.00 A.M.
Swatow, Amoy, Shanghai and North China	Wednesday, 28th, 11.00 A.M.
Swatow	Wednesday, 28th, Noon
Swatow, Amoy & Foochow via Takao & Amoy	Wednesday, 28th, 5.00 P.M.
Beihai, Haiphong and Pakhoi	Thursday, 29th, 9.00 A.M.
Swatow	Thursday, 29th, 9.00 A.M.
Formosa via Keelung, Japan via Moji, Victoria, B.C., Tacoma, and United Kingdom via Canada	Registration 1.00 P.M. Letters 2.00 P.M.

**WM. C. JACK & CO., LTD.,**  
14, DES VŒUX ROAD, HONGKONG.

SOLE AGENTS FOR  
**THE PETER  
PATENT  
SEMI-DIESEL  
CRUDE OIL  
ENGINES  
AND  
KEROSENE  
ENGINES.**

We carry large stocks of  
Ship and Engine Stores,  
Cotton Waste, Oil, Packing,  
&c.  
Electrical Repairs and  
Installations Undertaken;  
Electro-Plating in all its  
Branches.



## COMMERCIAL.

## CLOSING QUOTATIONS.

October 26th.

ON LONDON:	
Telegraphic Transfer	1/83
Bank Bills, on demand	1/84
Bank Bills, at 30 days' sight	1/84
Bank Bills, at 4 months' sight	1/84
Credits, at 4 months' sight	1/84
Documentary Bills 4 months' sight	1/84
ON PARIS:	
Bank Bills, on demand	214
Credits, at 4 months' sight	224 1/2
ON HAMBURG:	
Bank Bills, on demand	nom.
ON NEW YORK:	
Bank Bills, on demand	42 1/2
Credits, at 60 days' sight	nom.
ON HONGKONG:	
Telegraphic Transfer	nom.
Bank, on demand	139 1/2
ON CALCUTTA:	
Telegraphic Transfer	nom.
Bank, on demand	129 1/2
ON SHANGHAI:	
Bank, at sight	77 1/2
Private, 30 days' sight	nom.
ON YOKOHAMA:	
On demand—P.O.S.—84 1/2	
ON MANILA:	
On demand—P.O.S.—84 1/2	
ON SINGAPORE:	
On demand—P.O.S.—84 1/2	
ON BATAVIA:	
On demand—P.O.S.—84 1/2	
ON RANGOON:	
On demand—P.O.S.—84 1/2	
ON SAIGON:	
On demand—P.O.S.—84 1/2	
ON HANKOW:	
On demand—P.O.S.—84 1/2	
SOVEREIGNS, Bank's Buying Rate	\$11.45
GOLD LEAF, 100 fine, per tael	\$59.40
SILVER, per oz.	22 1/2

SUBSIDIARY COINS.	per cent.
Hongkong... 20 cents pieces	\$14.00 discount.
Hongkong... 10 "	\$14.50 "

## FORTHCOMING EVENTS.

Friday, 30th Oct. —  
9.15 p.m.—Organ Recital at St. John's Cathedral in aid of Prince of Wales' Fund.  
Saturday, 31st Oct. —  
Noon—Hongkong Jockey Club Half-Yearly General Meeting.  
2 p.m.—Ministering Children's League Bazaar in the Grounds of Government House.  
Wednesday, 4th Nov. —  
2.15 p.m.—Meeting of the Licensing Board in the Council Chamber.  
Thursday, 5th Nov. —  
Noon—Hongkong and South China Steam Fisheries Co., Ltd., Meeting of Shareholders.  
Saturday, 7th Nov. —  
8.15 p.m.—A.D.C. at the Theatre Royal—"The Blue Bird."  
Tuesday, 10th Nov. —  
9.15 p.m.—A.D.C. at the Theatre Royal—"The Blue Bird."

SMOKE  
**"CAPSTAN"**  
TOBACCO  
AND  
CIGARETTES

ALSO  
**"CAPSTAN"**  
Mixture

**W.D. & H.O. WILLS**  
Bristol and London.

The Government is supplying free to each British Soldier on the Continent two ounces a week of WILLS' "CAPSTAN" TOBACCO, manufactured by the BRITISH-AMERICAN TOBACCO COMPANY.

## HONGKONG, CANTON, MACAO & WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND CHINA NAVIGATION CO., LTD.

## HONGKONG-CANTON LINE.

Single Fare by Night Steamer	...	...	...	...	\$6.00
Return " " " " " "	...	...	...	...	10.00
Single Fare by Day Steamer	...	...	...	...	4.00
Return " " " " " "	...	...	...	...	8.00

The attention of the travelling Public is drawn to the comfort afforded by the Companies' vessels. Passengers arriving by Night steamers from Canton (due at Hongkong about 11 p.m.) are permitted to sleep on board till next morning without extra charge. Electric fans and electric light are available all night.

## HONGKONG TO CANTON. 1 CANTON TO HONGKONG.

TUESDAY, 27th OCTOBER, 1914.

8 a.m. HONAM.	5 p.m. HEUNGSHAN.
5 p.m. FATSAN.	8 a.m. KINSHAN.

WEDNESDAY, 28th OCTOBER, 1914.

8 a.m. HEUNGSHAN.	5 p.m. HONAM.
5 p.m. KINSHAN.	8 a.m. FATSAN.

## HONGKONG-MACAO LINE.

S.S. SUI TAI, Tons 1,651.	S.S. TAIHAN, Tons 2,006.
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**HONGKONG TO MACAO**  
Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf, Sundays at 9 a.m. and 12.30 p.m. from the Company's Wing Lok Street Wharf.  
**MACAO TO HONGKONG.**  
Week days at 7.30 a.m. and 2 p.m. Sundays at 7.30 a.m. and 2 p.m.

## EXCURSION TO MACAO. SUNDAY, 1st NOVEMBER, 1914.

The Company's New Steamship  
**"TAISHAN"**  
Will depart from the Company's WING LOK STREET WHARF at 8 a.m., and return from Macao at 2 p.m.  
N.B.—The Company will also run a Steamer from Macao on Sunday at 7.30 a.m., and from Hongkong at 12.30 p.m., from the Company's Wing Lok Street Wharf.

FARES AS USUAL.

## CANTON-MACAO LINE.

S.S. SUI AN.

Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 p.m.!!  
Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 p.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION CO., LTD., AND THE INDO-CHINA STEAM NAVIGATION CO., LTD.

## CANTON-WUCHOW LINE.

S.S. KANAM, 538 tons, and S.S. NANNING, 569 tons.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct Steamers LINTAN and SANUL. These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin.  
Booking Office open daily (Sundays excepted) 9 a.m. to 5 p.m.  
Further particulars may be obtained at the Office of the—

**HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,**  
Hotel Mansions (First Floor), opposite the Blake Pier.

## PACIFIC MAIL S.S. CO.

OPERATING  
MODERN HIGH POWERED TWIN SCREW EXPRESS STEAMERS.  
MONGOLIA 27,000 tons  
KOREA 18,000 tons  
CHINA 19,000 tons  
MANCHURIA 27,000 tons  
SIBERIA 18,000 tons  
NILE 11,000 tons  
PERSIA 9,000 tons

Between Hong Kong, Manila, Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco.

"THE SUNSHINE BELT"—The Most Comfortable Route to America and Europe

CHINA (via Manila) Sailing TUESDAY, 27th Oct., at Noon.	
MANCHURIA " " TUESDAY, 2nd Nov., at 1 P.M.	
MONGOLIA " " TUESDAY, 16th Dec., at 1 P.M.	
KOREA " " TUESDAY, 22nd Dec., at 1 P.M.	

These steamers are famous for their modern equipment, comfort, and the superiority of the cuisine, which is under the personal supervision of Mr. V. Moran, the world-famous caterer. Large staterooms, equipped with electric fans, and running water. Berths catered with electric reading lamps. Nurseries, amusements—salt water swimming tank, Filipino orchestra, deck games, dances, etc.—not a dull moment throughout the trip. The Safety and Comfort of Passengers is our first consideration.

For further information, prices, literature, schedules, etc., apply to

**R. C. MORTON, AGENT,**  
KING'S BUILDINGS.

TEL. No. 141.

## PASSENGERS.

## ARRIVED.

Per *Foochow*, from Singapore, Mr. Chittell, Capt. Anderson, Mr. and Mrs. Baldwin, Mr. White.  
Per *Yankin*, for Hongkong, from London, etc., Mrs. A. J. Pumphrey, Mr. F. W. Mase, Mr. N. J. Stubb, Mr. Maitland, Miss N. Blagg, Miss G. Chetler, Mrs. L. Foster, Miss E. Kenney, from Penang, Mr. W. J. Hodge, Mr. and Mrs. Pearce, infants and amah; from Singapore, Mr. R. Innes, Mr. Kaukican, Mr. and Miss Knottenbolt, Mrs. Winteler, 2 children and amah, Mr. M. Nascimento, Mr. and Mrs. Lowenstein and 3 children, Mr. and Mrs. Donison.  
Per *Nipponiki Maru*, for Hongkong, from Singapore, etc., Mr. and Mrs. S. H. Ward, Miss B. Osborne, Miss J. Brodie, Mr. and Mrs. H. Osborne, Miss J. Stuart, Mr. and Mrs. C. Craig, Master R. Craig, Miss B. Watson, Mr. and Mrs. J. Sidebottom, Master J. Sidebottom, Misses D. and J. Sidebottom, Miss I. Whitford, Mr. and Mrs. J. Surman, Miss H. Mauchan, Rev. McKinstry, Mr. J. H. W. Mody, Mr. and Mrs. E. Marley, Mr. and Mrs. J. Bridger, Mrs. D. C. Cassuli, Mr. A. W. Schneider, Mr. H. P. Smith, Mr. W. Cooper, Mrs. E. Sanderson, Mr. J. Colbeck, Mrs. B. Mather, Rev. H. B. Brown, Mr. W. J. Kelley, Rev. O. M. Hughes, Mr. and Mrs. T. Scott, Miss C. S. Scott, Miss E. Scott, Miss M. Scott, Masters W. and T. L. Scott, Mr. A. Jamieson, and Mr. F. L. Gindie.

Per *Malta*, for London, etc., Police-Sergeant G. Fowler, Capt. E. W. Schenk, Col. J. M. Irwin, Miss Irwin, Mr. W. E. Cook, Capt. E. J. E. Poole, Mr. P. B. Rowley, Major A. A. McHardy, D.S.O., Mr. W. R. Harvey, Mr. Richard Burt; for Penang, Mr. M. Boelchand; for Singapore, Mr. V. Detaram, Mr. D. Benms, Mr. E. Spiller, Mr. C. Cobb, Mr. A. Qui, Mr. B. Touhey, Mr. H. M. Richards, Mr. S. Halum and Mr. N. Baldwin.

The MILK that is STERILIZED.  
The MILK that is NATURAL.  
The MILK that has the LARGEST SALE in the World  
BECAUSE it is the BEST is the—



FOR DRINKING PURPOSES USE  
**MILKMAID STERILIZED NATURAL**  
(COLOURED LABEL)  
UNSWEETENED. UNCONDENSED.

FOR PUDDINGS, ETC., USE  
**MILKMAID CONDENSED**  
(BLUE LABEL)  
SWEETENED AND CONDENSED.

FOR TEA, ETC., STEWED FRUITS, ETC.,  
**MILKMAID EVAPORATED**  
(GOLD LABEL)  
CONDENSED BUT NOT SWEETENED.  
(This enables users to add Sugar to taste).

LOOK AT THE LABEL.  
ON SALE AT ALL STORES.

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## MESSAGERIES MARITIMES. FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM JAPAN VIA SHANGHAI.

FORTNIGHTLY SERVICE TO AND FROM EUROPE VIA SUEZ CANAL.

For	OUTWARD	STEAMER	To SAIL
SHANGHAI, KOBE AND YOKOHAMA	AMAZONE	...	About 3rd Nov.
MARSEILLES VIA PORTS	HOMeward	...	On 3rd November, at 1 P.M.

ALL STEAMERS FITTED WITH WIRELESS.  
TRANSFERRING on the Co's Steamers at COLOMBO for CALCUTTA, BOMBAY and AUSTRALIA; at PORT SAID for the LEVANT, CONSTANTINOPLE and BLACK SEA.  
Through Tickets to LONDON via PARIS by rail.  
Circular Tickets to Europe via Suez and SIBERIAN ROUTE and vice-versa delivered here.  
For further particulars apply to

**P. THOMAS, AGENT.**  
QUEEN'S BUILDING.

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